




The International Teamster

JULY 1949

 THE labor movement of America is founded on justice and if we stick together, work together as one solid unit, determined to fight for what is right, those who come after us will enjoy the blessings of freedom and justice.

DANIEL J. TOBIN
General President

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN & HELPERS OF AMERICA

© 1949—I. B. OF T. C. W. & H. OF A.



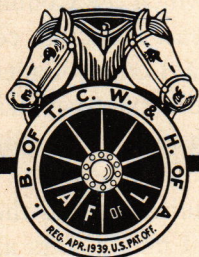
TEAMSTERS

*Be Sure
Be Safe*

...when docking

**A look back may
save a BROKEN BACK**

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 46

JULY, 1949

No. 7

CONTENTS

Timely Remarks by Daniel J. Tobin.....	2
Will the Economic Storm Break?.....	7
It's High Time to Face Facts!.....	11
Our Debt for Freedom.....	13
Editorials	14
General Executive Board Report.....	16
Outlook Is Bright for Canning.....	19
Teamsters Score at Union Show.....	20
Trans-Canada Highway	23
Gangsters with Feathers.....	27
Iowa Teamsters Are First Aid Experts.....	29
What's New?	31
Relax with Us.....	32



Please CARE!

Misery follows in the wake of war's tragedy. Today, the story of that misery is written in the indelible lines of hunger on the faces of Europe's children. Parents, ill-clothed and underfed themselves, must bear the almost impossible burden of reading stark messages of want in the eyes of their children.

Make no mistake—all the victims of a horrible, devastating war did not die on the battlefield. The war still is claiming victims, many of them children who were unborn when the fighting was in progress.

The AFL, through the Labor League for Human Rights, is supporting the program of CARE, non-profit relief organization, which is seeking to alleviate suffering in Europe. You can help by sending a contribution to the AFL Staff Representative, 50 Broad St., New York City.

GENERAL EXECUTIVE BOARD

DANIEL J. TOBIN
General President
222 E. Michigan St., Indianapolis, Ind.

JOHN F. ENGLISH
General Secretary-Treasurer
222 E. Michigan St., Indianapolis, Ind.

M. J. CASHAL
First Vice-President
Room 712, 265 W. 14th St., New York, N. Y.

JOHN P. McLAUGHLIN
Second Vice-President
536 Bryant St., San Francisco, Calif.

D. J. MURPHY
Third Vice-President
4111 Forest Park Blvd., St. Louis, Mo.

JOHN J. CONLIN
Fourth Vice-President
69 Jefferson St., Hoboken, N. J.

DAVE BECK
Fifth Vice-President
552 Denny Way, Seattle, Wash.

EDWARD CRUMBOCK
Sixth Vice-President
105 Spring Garden St., Philadelphia, Pa.

SIDNEY L. BRENNAN
Seventh Vice-President
706 First Ave., N., Minneapolis, Minn.

JOHN T. O'BRIEN
Eighth Vice-President
4217 S. Halsted St., Chicago, Ill.

EDWARD F. MURPHY
Ninth Vice-President
2070 E. 22d St., Cleveland 15, Ohio

TRUSTEES

JAMES R. HOFFA
2741 Trumbul Ave., Detroit, Mich.

WILLIAM A. LEE
220 S. Ashland Blvd., Chicago, Ill.

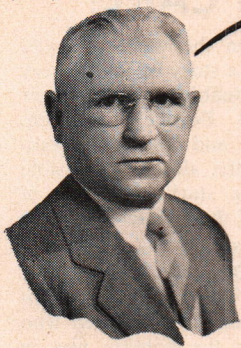
FRANK WEIZENECKER
39 West McMicken St., Cincinnati, Ohio

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cent
 (All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3578P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1103, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.



Timely Remarks

by DANIEL J. TOBIN

Honor for Teamsters

At the recent meeting of the Executive Council of the American Federation of Labor held in Cleveland David Beck, our Executive Vice-President, was elected unanimously by the Council to represent the American Federation of Labor at the British Trade Union Congress which opens some time early in September this year. This is a great honor not only to Dave Beck, but to the International Brotherhood of Teamsters. Dave is the second Teamster who has been elected to this position during the whole history of the Federation. The writer of this article, your General President, was elected to the same position in 1911 and also during the last war. He was the only man elected twice to this high honor.

We help to make friends for our International Union and for the American Federation of Labor by sending men of the type of Dave Beck to represent American labor at the British Trades Union Congress.

Harry Bates, president of the Bricklayers International Union, a very fine fellow, is to be the associate delegate with Dave Beck.

The Price of Freedom

During one of the hearings held in New York in one of the spy cases in which certain individuals in our country were charged with violation of the anti-spy law and indirectly charged with being servants or advocates of the Communist movement in our country, one of the witnesses for the government, if I remember rightly, testified that considerable efforts were being made by the Communist Party to get certain controls, if possible, and build up its influence among the transport workers of the country, especially in and around New York and New England. Undoubtedly, it

could also be included, though it was not, that the Communistic friends of Russia on the West Coast with headquarters in San Francisco were also trying to get some control over the transport workers; I mean the transport workers who were not already under the influence of the Communistic leaders on the West Coast.

Among the trades referred to in the sworn evidence was the Teamsters, of which the Communists were very anxious to get at least moderate control. There was also included the Longshoremen and some of the Railroad Brotherhood Organizations, but the Teamsters were considered as quite important by the Commy spies.

Every member of our organization and the public generally should know that many years ago the International Brotherhood of Teamsters included in its constitution, drawn up at a convention and unanimously adopted, a provision that no Communist could hold membership in the International Brotherhood of Teamsters. The constitution went further and stated that if the Trial Board or Executive Board believed in the hearing of the charges against the individual and even if the individual swore on oath that he was not a member of the Communist Party, even then, the trial Board could find him guilty and order him expelled from the Brotherhood of Teamsters if the evidence proved that he was sympathetic or an advocate of Communism and a continuous disturber within the unions to create strikes, lockouts and stoppages of work.

It is well known that the Communist Party instructed its members in this country to deny that they were Communists in order to hold up appearances. It is also known that communism recognizes no religion and that it is based on atheism. Under atheism and communism, an oath means nothing because they believe in no God except the god of communism centered in Russia.

We know that we have very few Communists in the International membership. We know also that we have quite a few disturbers, continuous agitators, who are in many instances responsible for disturbances within our meetings, especially in the New York and New England area. It is true that they are vastly in the minority but under the rules and the doctrines of communism, one of those agitators can keep the meeting going for hours and can eventually tire out the good thinking, honest, home-loving members who leave the meetings at the mercy of one or two of those agitators whom we believe are, in their hearts, Communists.

More than one stoppage of work has been created in the above mentioned district as a result of this procedure. Nothing satisfies one of those agitators except to disturb and destroy things. Therefore, when it was brought out in the evidence in the trial referred to above held in New York by our government, witnesses testified that there was being quite an attempt made and maybe with some slight success to get Communists into our meetings, especially in the freight transport end of our organization, for the purpose of creating confusion, danger, and serious inconvenience in the districts referred to.

Not only is the honest membership voted out on strike by a few radicals and suffer loss of wages, but our contracting truck owners would suffer losses because their equipment would be idle and the general public would be seriously inconvenienced. During any time of agitation with a foreign nation in which our country may be involved this situation could grow and become serious and dangerous. The International officials, realizing that though this may be only an entrance wedge, are carefully watching this situation especially among the merchandise or freight trucking branches of our trade. We know how to proceed and we know very well that the Secret Service Department of our government will help us and we know very well that J. Edgar Hoover, the head of the F. B. I., will appreciate whatever we can do to help our government towards weeding out Communists.

Recently, in a meeting where a wage scale was accepted by the officers and a large committee, said committee was making its report and an overwhelming majority of the committee were in favor of that report, which obtained a substantial increase in wages and betterment of other conditions. But, a few within that meeting created such a disturbance that it was necessary for the President, who favored the report of the committee, to adjourn the meeting. There is no doubt in

our mind that amongst that few who raised this disturbance and defied the Chairman there were agitators quite friendly with communism.

To all the local officers, I appeal as follows and say, watch the movement within your unions, watch for agitators and disturbers who influence our honest, fair-minded individual members. Pick them out and advise them that, unless they change their tactics of creating disturbances, charges will be preferred against them and if they are found guilty they may be suspended from membership.

To the rank and file of our good home-loving, honest membership, we say, make the sacrifice of attending the meetings and watching what is going on because even you and your families can be destroyed by stoppages of work brought about by action of agitators of your local union which injurious action has been promoted, nursed and



Copyright 1949
THE INTERNATIONAL TEAMSTER

The Provocateur

brought to a head, creating paralysis of industry resulting from strikes. Eternal vigilance is the price of freedom.

Congratulations to Young FDR

It is gratifying to many, and especially to me to know that Franklin D. Roosevelt, Jr., won election to Congress in New York City recently.

In this congressional district in New York the voters are 99 per cent working people, and the majority of those working classes are, in one way or another, connected with the needle trades or the garment working industry.

I have had many many letters from our people, the Teamsters, and their friends in which they were solidly behind Roosevelt in this campaign. Not because they knew young Roosevelt so well because he had never had any opportunity in politics to demonstrate his ability, but because of the love they held for his father, the late President of the United States.

The Democratic leadership, including National Democratic Chairman McGrath, made a great mistake in coming out indorsing the Democratic candidate against Roosevelt. This candidate had the backing of Tammany Hall and the so-called Democratic bosses of New York City. Chairman McGrath, I think, made a mistake by not keeping out of the fight. Of course, Senator McGrath will state that he had to go along and indorse or try to help the candidate who was backed by the so-called Democratic leadership or machinery in the district, which, in reality, was nothing more than the remains of old Tammany Hall. The Communists did not support young Roosevelt for the nomination, neither did Congressman Marcantonio, but there were enough of the working people in the many other trades who went to work for Roosevelt and, among their friends they surely did a real job.

I don't believe the National Democratic Committee or any sponsor of the administration should go out and support every man because he claims to be a Democrat. I have been a Democrat all my life, could hardly be anything else either in Indiana or in Massachusetts, but there are certain Democrats I would not support and I would not vote for, especially some of the so-called, blue-blooded Democrats of the South who are doing everything in their power to injure, weaken or destroy labor.

We congratulate young Roosevelt, whom the writer of this article has known for many years. Not only do we pay him our respect and promise

him our aid and assistance, but we are delighted at the pleasure it will give the spirit of his dear father, especially in view of the fact that even now after the death of his good father the serpents of hatred and distress both in the writing field and in the political field are still dragging the name of that honored man, four years in the grave. I repeat, they are dragging his name in this late day, in the mire and trying to smear his work through the columns of the press almost every day in every way.

In view of this condition it is glorious and encouraging to know that young Roosevelt by a two-to-one margin won the confidence of the working people in his congressional district.

An Infamous Crime

The attempt made on the life of the brother of Walter Reuther recently in Detroit is almost impossible to describe. It is difficult to find words to explain the cruelty and savagery of the criminal monsters who were responsible for this crime. There is no doubt in my mind that the attempt on the brother of Walter Reuther was intended to terrorize and frighten Walter, President of the United Automobile Workers.

Not only has Walter Reuther enemies within his own organization, some of which he inherited from his predecessor, but he also has created enemies because he has demonstrated courage in disagreeing with the radicals within the Auto Workers International Union. President Reuther saw the handwriting on the wall some months ago. He has been endeavoring to get the membership of the Auto Workers to get away from the fire-eating radicalism embodied into the membership through a sprinkling of communism.

It is true that those hairbrained, and sometimes plotting Communists are very few, but the poison they spread by their continual hammering at all capitalism and employers has a serious effect on the minds of the general membership who do not know that the loudmouths are Communists and only can absorb the vinegar expounded daily by those agitators against all classes of employers in America, the good as well as the bad.

No one can tell who was behind this attempted murder of both Walter Reuther and his brother and that is the pity of it all. Our great police force down there in Detroit and in the State of Michigan seems to be helpless. We have many guesses as to this, but we are not expressing those thoughts, lest we do someone in the City or State Administration

an injustice. We are at least encouraged to know now that the Federal Government, under the direction of J. Edgar Hoover, is going to look into the matter. That means encouragement and hope.

We can understand why the brother of Walter was attacked instead of the President of the Auto Workers International Union himself. Since the attempt on the life of Walter Reuther, he has been protected and guarded and watched over, sometimes without his own knowledge. The attempted murder of his brother was believed to be safer for these would-be murderers than would be a second attempt on the life of Walter Reuther.

It could be that this criminal belonged outside of the City of Detroit but was encouraged and brought in there for the murderous crimes attempted and almost perpetrated on two occasions. If the unthinking public would only understand the dangers confronting labor men of courage every day in the week, perhaps they would realize that some of the statements made by the enemies of labor, the professed enemies of real honest labor men, perhaps they would modify their appraisal and be more understanding of the risks taken by the outstanding heads of many International Unions of labor of today.

We can understand the feelings of Walter Reuther and his brother. From now on they will have to look over their shoulder. Every place they go they will have to be careful. We know what that means, because we have endured the same persecution on more than one occasion during our service in the International Brotherhood of Teamsters. We hope and pray for men of the type of Walter Reuther, who is trying to clean up a bad mess and trying to lead his people to safety with understanding and without strife, that his life will be safe from the guns and daggers of the murderous scoundrels who recently attempted the murder of both he and his brother. It was an attempt of cold-blooded, premeditated, vicious, murder while they were sitting in their humble homes with their families in Detroit. This is one crime at least that we know of that no one can charge to the employers of the Automobile Workers as we see the picture today.

A Report on Progress

One of the most important meetings in recent years of the General Executive Board was held recently in Washington from Tuesday, June 7, until Friday evening, June 10. Many matters of great importance to the future of the International

Union were discussed and acted upon. The progress made by our organization within the last two years is so encouraging and so healthy that it would take several pages of this monthly journal to cover the splendid progress that we are making.

Our organization seems to be growing faster west of the Rocky Mountains than it is east of Ohio. This statement does not mean that we are not making great strides and progress in Chicago, Cleveland, Cincinnati and other cities. Especially we are in splendid shape in Philadelphia and Pittsburgh. Apparently the business agents and the local officers of our local unions are just digging progressively and going ahead more energetically and diplomatically west of the Rockies than we are in other sections of the country.

The western local unions and our general organizers have made great progress in the organizing of warehouse workers. It must not be forgotten that organizing of warehouse workers started in and around San Francisco and now a great portion of those workers are organized and are enjoying splendid wages and working conditions.

This message must not be misinterpreted. What I am endeavoring to do is to try to get our local officers of our unions, especially the business agents, to wake up to the fact that unless you organize the warehouse workers your truckmen may be tied up some day if those warehouse workers get into the hands of another organization. This happened to us in San Francisco, where Bridges organized warehouse workers, and he has some of them now. He had them before we got started and, one morning, we awakened to find Bridges and his gang in the warehouses refusing to load our trucks.

Both our truckmen and our drivers were out of work, but it was a good thing it happened at that time, because it brought us to our senses and made us realize that those who come in close contact with us, such as helpers loading and unloading trucks and running elevators in warehouses, form very important branches of the work that goes with our trade and our craft.

There is great work to be done and I am hopeful and confident that our Joint Councils, our local unions and all other branches of our Union will begin now to organize the unorganized warehouse workers and other branches of our trade over which we have jurisdiction as granted to us by the American Federation of Labor. Take into your local unions only those workers coming under our jurisdiction.

Investigate any person you employ to work in

your office. Require that they be honest, decent, sincere and trustworthy as well as competent. Business agents and other officers of our unions must guard against persons in the local offices who are not worthy of being entrusted with responsibilities, so watch well those who work for you in the headquarters of your local unions.

What we, the Teamsters' Union, must guard against everywhere throughout the nation is branching out too far, getting away from our craft and admitting to membership those who do not properly come under our jurisdiction. It may appear strange to our readers that there are every day requests for charters which we refuse to grant to groups that we know are not covered by our jurisdiction. We know they would be a liability instead of an asset to the International Union. As a matter of fact, every new local organized, with few exceptions, has to be brought up to some decent level of living standards after we admit it to our organization. Therefore, I say to our people: Be sure those you are admitting to membership properly come under our jurisdiction. Don't run away with the idea that the more members you take in the stronger you are. Only those who are in close contact with our trade and calling should be admitted to membership.

The conquering of China by Communists, financed and helped as it is rumored by the Russian Government, will be more than Russia can take care of as time goes on. There is such a thing as biting off more than you can chew. There is such a thing as getting top-heavy and that's why unions and this International, especially, must be exceptionally careful about not admitting to membership those over whom we have no jurisdiction. There are fields of organization yet uncultivated. There is more than enough for us in the jurisdiction we now enjoy from the American Federation of Labor which issued its charter to the Team Drivers' International in 1899.

There are, roughly speaking, at least 250,000 unorganized drivers throughout the length and breadth of this country and I think there must be also the same number of warehouse people who are not yet organized. If we confine ourselves to this jurisdiction we will, within the next five years, perhaps, double the membership we now enjoy.

To gain further strength it will require continuous thinking, planning and endless days and nights of continued work. But, I repeat, be careful who you take into your membership.

Watch for the Undesirables

We have reason to believe that there are some undesirable individuals endeavoring to get into our organization. Those who control the groups seeking charters have dangerous reputations. Under the laws of the International, charters can and will be refused to any group of workers whom we believe are in any way influenced by undesirable persons, especially if criminal records are in any way involved. This is the power of the International, even though some Joint Councils, for certain reasons, difficult to understand, have got themselves in the habit of recommending the issuance of charters to any kind of group, no matter what their past has been or what they are today.

We have many ways of obtaining information in the National Headquarters. Some of the information we receive would lead us to believe that proper investigations are not made of those groups now organizing or who have already been organized and who desire affiliation with the International.

We also have reason to believe that influences are brought to bear on the local officers of Joint Councils to grant charters to groups that would not add to our organization anything but trouble, discontent, rivalry.

One thing is certain: most unions today are operated with dignity and, in almost all cases, unless they are run by decent, honorable men who have flawless past records they cannot stay affiliated with the International Brotherhood of Teamsters.

Undesirable individuals in any union, local or national, can create more evil than the majority can overcome. The evil doers, the plotters and planners are always on the job looking for more soft money.

Even though Joint Councils may recommend issuance of charters to certain groups, the International, under its laws and Constitution, is compelled to refuse their issuance if the International Executive Board believes such charters would be controlled by persons of the type which cannot be relied on or cannot be trusted with the safety, finances and affairs of local organized groups. We, therefore, say to our Joint Councils: Don't pass the buck to the International. Before you vote to grant a charter or to recommend the issuance of a charter to the International be sure whom you are voting for. Be sure you are not putting a rope around the neck of decent men, now in your union, whose safety may be strangled as time goes on.

Will the Economic Storm Break?

ARE WE HEADED for a depression?

If we have a slump, will it be as severe as the 1929 crisis?

Can public works play an important part in providing jobs in a slump?

How do we stand on our public works planning situation?

These are questions which disturb labor as economic storm signals become more and more evident on the horizon. What do the storm signals—production, sales, inventory, purchasing, prices and unemployment—portend?

Production. From a post-war peak of 195 in the Federal Reserve Board's index, overall production has skidded to 179 in April as compared with 188 in April, 1948. Auto production is still up but machinery, textiles, shoes, leather and furniture have suffered sharp cutbacks. The 1949 overall decline is described as "mild" and "gradual" as compared with the 30 per cent drop in 1920-21 production and the 25 per cent drop in 1929 and sharp drop in the 1937-38 setback.

Sales Are Holding

The problem arises: How much and how long will the production decline continue?

Sales volume. Sales are holding up better than the economists believe we have a right to expect. High prices and lowering incomes are influencing this factor, however.

Inventory. Our production machine has been filling our "pipelines of supply," but since last fall we have stopped building inventory and have begun to cut into it. Temporarily, we are selling more than we are producing and eventually, when the production-supply situation gets more acute, production will be resumed in many lines, say observers. The inventory situation now is described as "healthy."

Experts Are Keeping a Weather Eye Peeled

As Winds of Post-War Buying Spree Slow

To a Breeze; Is It the Lull Before a Storm?

By a TEAMSTER Staff Writer

Purchasing power. The purchasing power of the people has been edging down in the last several months. Economists tell us that there is still a tremendous reservoir of purchasing power in currency, savings accounts, and Government securities. It would be a good guess to say that most of this is not in the hands of the wage-earner making \$3,000 a year or less. It takes that much and more to support a family on a standard of living that is far from luxurious. That figure the experts call "disposable income" will be smaller this year than it was in 1948.

Prices. We have seen a general decline in prices, but not enough has been reflected at the retail level to make an appreciable difference. Moreover, there has been a slight push upward in the cost-of-living index. The Bureau of Labor Statistics showed two months of upward rise in the living-cost figure. But prices are "flattening out," and if consumer resistance—simple refusal to buy—continues to assert itself, we can expect more pronounced declines. Price cuts in consumer goods due to competition is becoming more frequent also.

Consumers Cautious

Consumers are becoming a far more positive force than they were 10 or 20 years ago. They know when prices are too high and are refusing to buy unless they have to these days. But the overall declines have not been enough to cause any sharp stimulation in purchasing except in spots and in a few com-

modities. Moreover, businessmen, manufacturers, etc., are not buying at any price as they did in '46, '47, and '48 because they knew they could make a profit. They, too, are becoming cautious.

Employment. Ewan Clague, director of the Bureau of Labor Statistics, in a recent speech said that we have about three million jobless which is a figure more than three-quarters of a million above that of last year. He says the figure "is not likely to fall much below this level for the balance of this year."

Jobless Rise Seen

Some non-Government economists believe this figure is short by a substantial margin. They believe that unemployment is nearer four or five million and will go up sharply during the next several months.

Unemployment is spotty, with severe suffering reported in some areas. The spotty character of the unemployment is shown in the latest issue of *The Labor Market*, official report of the Federal Security Agency.

"Non-agricultural employment declined in all but 10 areas—six of these in the West—but losses were slight to moderate in a vast majority of cases . . . manufacturing downturns predominated in every economic region in the country . . . individual area comparisons reveal less favorable changes this year as compared with last in 75 areas and more favorable changes in 20 areas," say excerpts from the Federal Security Agency's official report.

In addition to these danger sig-

nals, other factors play a part in demonstrating the general economic slowdown. Consideration must be given adjustments necessary due to the increases in population. Not only is our whole population growing, but more people are coming into the labor force, particularly from high school and college groups. Moreover, with price levels still high many of the elderly workers, wives, mothers, etc., who cannot afford to retire or remain out of the work force, all add to the number needing jobs.

Technical Changes

Technological advances are being made in many fields and these usually result in some labor displacement.

Over the long haul these changes and advances are becoming markedly important.

Business failures have shown an upward trend. The squeeze of competition and the lack of business experience are adding up to a sharp toll in business ventures, all of which cause distress to owners and hired hands as well.

The psychological attitude of both business people and ultimate consumers is another storm signal. Many business organizations have extensive plans for plant expansion which would provide considerable employment, both in construction and in ultimate service requirements. The construction backlogs in this class of building is undoubtedly

great, but an attitude of "wait and see"—one of caution—is prevailing and, as a result, expansion plans are slowed down. Thus, many thousands of useful and necessary jobs are denied due to the cautious attitude of business.

But do all of these factors add up to a slump? Do the signals portend stormy economic weather? Many, if not most Government economists have to date not exhibited any pronounced signs of alarm. But you can give no flat answer to the question: Will there be a depression?

In its third annual report the President's Council of Economic Advisers said that "No techniques of analysis can forecast with assurance the actions and reactions of a free people."

Different from '29

Even if we were to have a sharp economic nosedive—and most economists say we are not headed in any such direction—the situation today or this year would be quite different from that after the 1929 bust. The Government has some real economic cushions which should help let things down easily.

The nation has a vast social-security system providing against many hazards. Unemployment compensation is especially important, and today the nation has on its rolls approximately three million getting unemployment compensation.

Support prices for farmers are guarantees that the days of the "penny auctions" will not be repeated. The support system is by no means perfect, but it has prevented serious trouble in agriculture this far and would prevent headaches similar to those of 20 years ago.

We have guaranteed bank deposits under the Federal Deposit Insurance System. We will not have a flood of bank failures such as that leading up to the bank "holiday" of March, 1933.

By the Employment Act of 1946, Congress established the Council of Economic Advisers. This board of three top economic experts and its

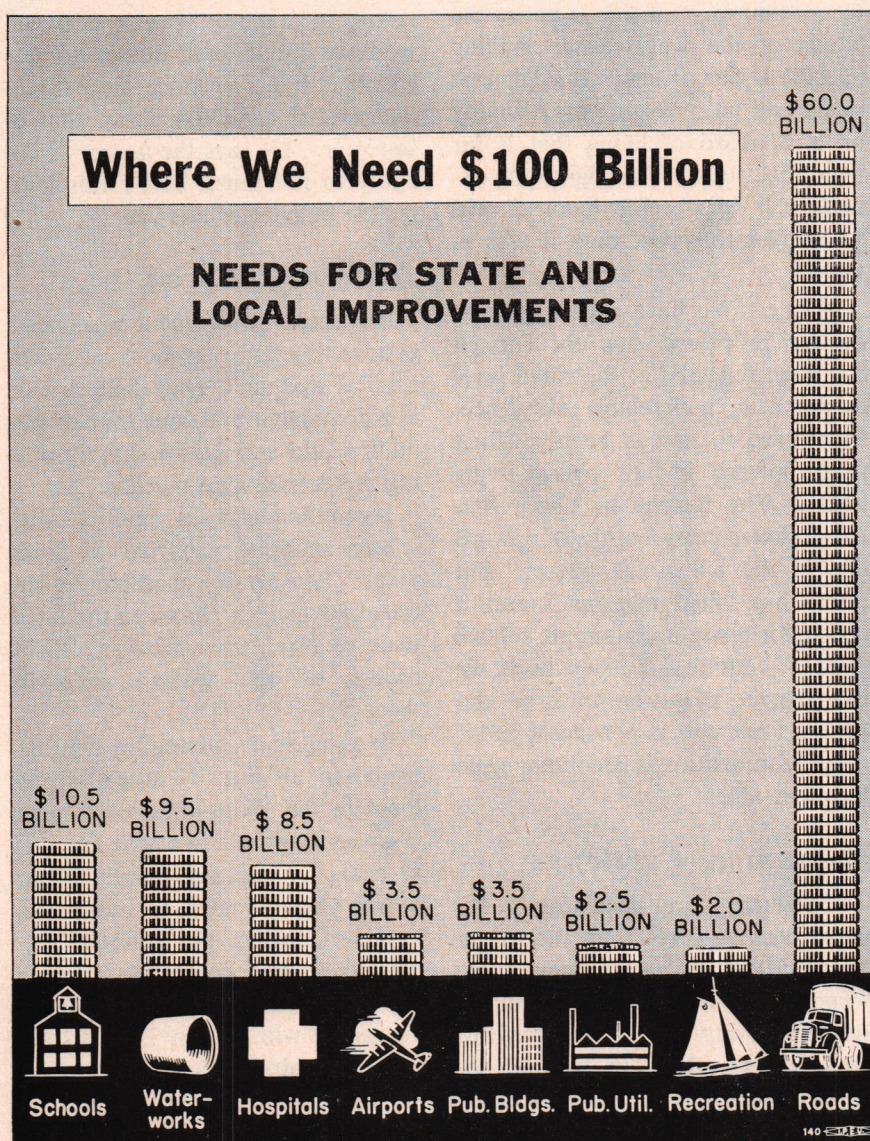


Chart by TEAMSTER Staff Artist

staff makes continuing studies of the nation's economic fever chart. They advise the President on steps to take to prevent economic disaster. Although the Council knows it cannot crystal-gaze the economic future, it also realizes the value of constant studies of our economic health.

The Federal Reserve Board has certain fiscal regulatory powers important in a crisis period.

The acceptance by businessmen of the concept of planning and the necessity of doing some decent planning and the employment of public works as mechanism is helping to provide a measure of confidence and stabilization.

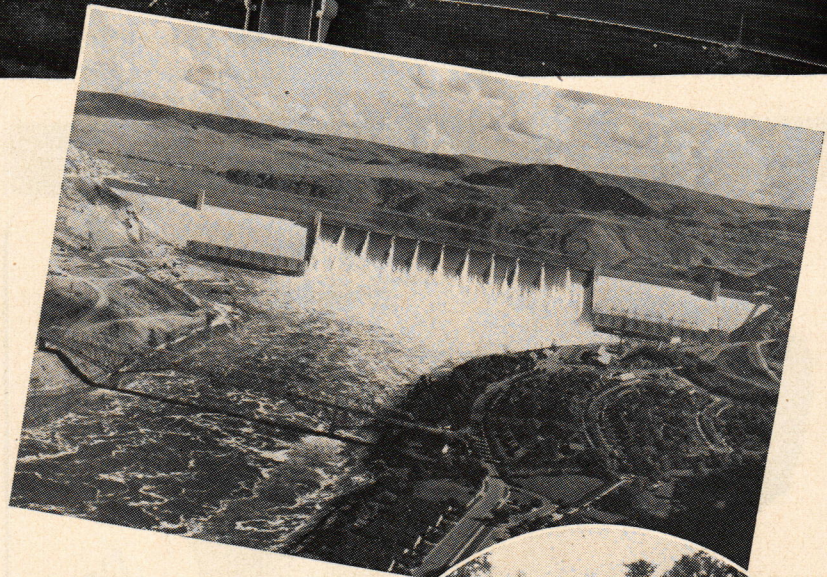
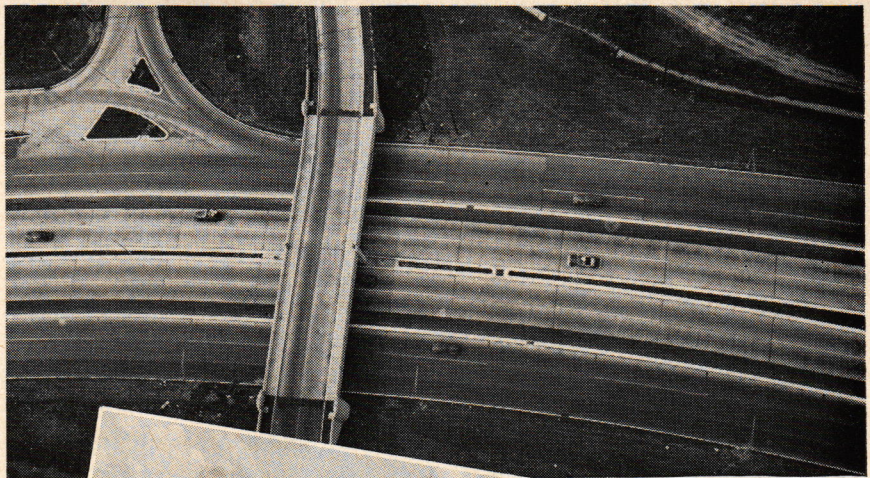
Public Works Studied

These cushions are designed to take some of the severity out of economic declines. But to the man who is out of a job and has used up his unemployment compensation funds, the situation can be serious indeed. Working people as a whole are interested in jobs more than in cushions to soften the blow. They want jobs to provide a decent living for themselves and their families.

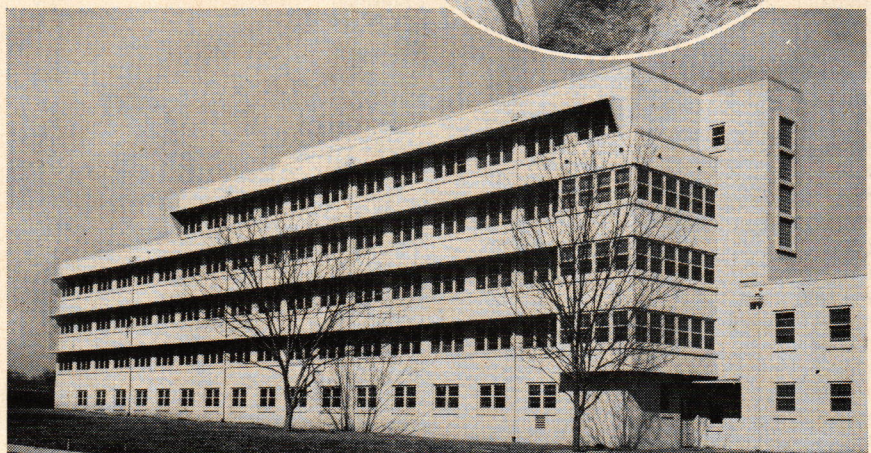
In this connection increased attention is being directed toward public works and public-works planning. All economists, whether leftist or rightist, agree that public works can be an important and strategic weapon against a business slump. It should be said at the outset that we are woefully behind in our public-works planning. We are years behind in planning and construction.

For some 10 years there has been relatively little building of public-works projects. We need schools, hospitals, sewer systems, public-utility improvements, highways, bridges, and numerous other items. The normal needs, quite apart from any necessity of fighting a depression, have not been met. As a result, we have an accumulation of needs of tremendous proportions—some say as much as \$100 billion—in the state and local areas.

This figure is predicated on needs for a 15-year period. Measured by



PUBLIC WORKS—(Top)—modern highways aid congested traffic areas. (Second) A multiple-purpose dam in the West provides hydro-electric power, and harnesses water for irrigation. (Circle) A typical waterworks line; the U. S. needs \$9.5 billion in waterworks, sewers and sanitary facilities. (Bottom) —A hospital built with public funds. We need \$8.5 billion in new hospital facilities.



today's costs, this figure is not abnormally large. We spent \$40 billion in 20 years, and those figures were on prices and costs considerably below those of today.

Here is the way the experts break down the \$100 billion backlog of need:

- \$10.5 billion for schools
- 9.5 billion for sewers and water-works and sanitary improvements
- 8.5 billion for hospitals
- 3.5 billion for airports
- 3.5 billion for public buildings

- 2.5 billion for public service plants
- 2 billion for recreational developments
- 60 billion for roads and highways

These figures add up to what top experts feel are justifiable needs of our growing population. At the present rate of expenditure \$4 or \$5 billion per year, we would be nearly 25 years building and by that time we would have yet more needs—thus we would never catch up, really.

Construction is the basis of so

much of our economy that we might turn to current figures a moment. Any drastic changes in the construction level can have sharp effect on the overall economy. In 1949 estimates point to \$18.25 billion in construction, of which \$5 billion would be in public sources and the balance from private sources.

But what would happen if construction should go into a sharp decline—it has on previous occasions. If private building fell by one-half—which is unlikely—we would be faced with the serious task of shoring up the economic breach by filling some of our great public-works needs.

The question is: Are we prepared to go into action with a public-works program if it should become necessary? Unfortunately, the answer is NO. The sad fact is that we have blueprints for only \$4.5 billion—and some critics say less—worth of public works. This would include \$2 billion which the Federal Bureau of the Budget says the Federal Government will spend and \$2.5 billion in state-local projects.

Plans Not Ready

“As matters stand today,” says Major General Philip Fleming, our leading expert in public works administration and for several years Federal Works Administrator, “we simply are not ready with plans which could both stabilize the construction cycle and help to bolster the business cycle. In general, the states and municipalities are not ready and the Federal Government is not ready.”

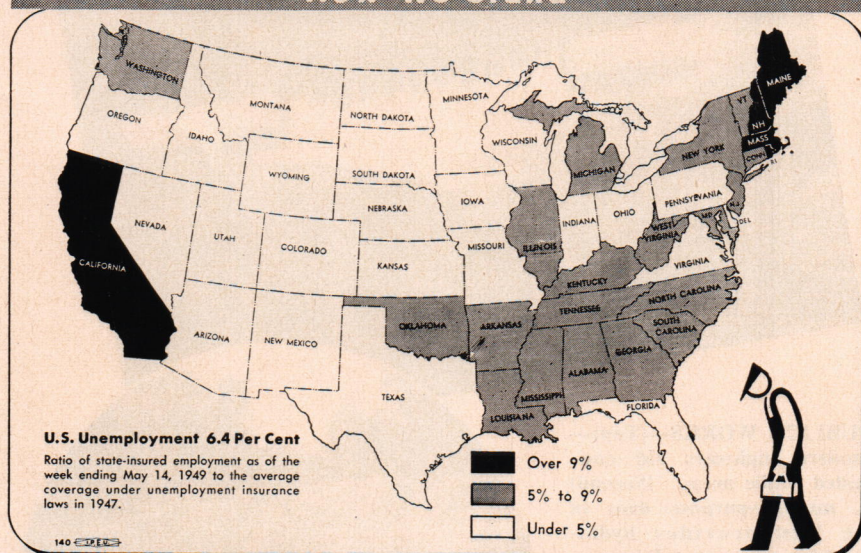
It takes from six months to two years to advance plans from the idea through blueprints until we are ready to put men to work on the site. If we have a sharp cutback in the economy, we would be caught short and would soon exhaust our “shelf” of plans. We might see agitation for “made work” type of the old Works Progress Administration.

Made work gives immediate and quick employment, but too often

(Continued on page 19)

THE UNEMPLOYMENT SITUATION

How We Stand



Breakdown by States

Under 5%		5% to 9%	
Arizona	4.9	Alabama	6.8
Colorado	2.9	Arkansas	6.1
Delaware	2.7	Connecticut	8.5
District of Columbia	2	Illinois	6.3
Florida	5	Georgia	5.3
Idaho	2.4	Kentucky	7.1
Indiana	4.3	Louisiana	5.3
Iowa	2.4	Maryland	6.6
Kansas	2.7	Michigan	6.1
Minnesota	4.4	Mississippi	6.9
Missouri	4.8	New Jersey	7.4
Montana	3.2	New York	7.5
Nebraska	1.4	North Carolina	6.3
Nevada	4.8	Oklahoma	5.1
New Mexico	2.7	South Carolina	6.7
North Dakota	1.2	Tennessee	8.7
Ohio	4.2	Vermont	8.7
Oregon	4.4	Washington	5.5
Pennsylvania	4.7	West Virginia	5.5
South Dakota	1.1		
Texas	2.4		
Utah	2.4		
Virginia	3.9		
Wisconsin	3.1		
Wyoming	1.4		
		Over 9%	
		California	10.6
		Maine	13.5
		Massachusetts	10.6
		New Hampshire	13.7
		Rhode Island	24

It's High Time to Face Facts!

IT is the duty of the Interstate Commerce Commission in regulating the trucking industry to promote normal profit margins for its regulated carriers, rather than to encourage the increase in volume of the trucking business at any price and under all circumstances. The failure of the Government to recognize and perform this duty was well established by testimony in a recent truck-leasing case (Interstate Commerce Commission M.C.-43).

Evils Not Corrected

The Congress of the United States, when it passed the Motor Carrier Act in 1935, instructed the Interstate Commerce Commission to do just that; but 14 years of Interstate Commerce Commission regulation and the expenditure by the Government of tens of millions of dollars have not corrected the evils which necessitated the intrusion of the Federal Government into the affairs of this industry.

The Government records show that a "fairly substantial diversion of competitive traffic from the railroads to the highway carriers" has taken place by the "much sharper increase of truck traffic than the railroad shipping tonnage." The truck leasing practices in the motor carrier field are mainly responsible for this trend. The fallacy persists at trucking industry meetings and luncheons that a great battle—Trucks vs. Rails—is being won by the truckers as they listen to their own public relations prima donnas brag about the tonnage increases in the industry. It is like the peace and contentment that comes to an Old Soak when he decides to stop fighting the Demon Rum. The certificated carrier knows that the increase in freight has not helped his business; on the contrary, it has increased his problems and financial worries to a point never anticipated.

Trucking Industry Should Quit Kidding Itself

With Government Figures Which Report Gains

In Tonnage, But Fail to Cite Gypsy Mis-Operations

Thousands upon thousands of new people have been seduced into the trucking field by the truck-leasing schemes—once in, it is very difficult to get out of the gypsy trap without resort to bankruptcy. The state of mental desperation under which the gypsies' financial and physical assets are being dissipated by the brokers and greedy equipment manufacturers leads them to cut freight rates, ignore public safety, and grasp such demoralizing tactics for survival that the motor freight business as well as the railroads are now in a sad plight.

Speeches Won't Do It

The Status Quo school of the Interstate Commerce Commission cannot cope with the nation's transportation problem because the trucking industry is not standing still. It takes more than platitudes and after-dinner speeches to chase the rascals out of this industry. The place to start is in the truck-leasing field, where the Government should here and now repossess its licensing authority from those certificated carriers and brokers who are peddling the privilege of carrying freight in interstate commerce to thousands of harassed gypsies and owner-operators. The course pursued by the Interstate Commerce Commission in the motor carrier field during the past 14 years has amounted to no more than a simple surrender on the installment plan of the duties assigned to it by the Congress of the United States.

Let's take a few glimpses at the picture outlined in the present Truck Leasing investigations of the Interstate Commerce Commission.

Mr. Earl Girard, who has been actively engaged in the motor freight field since 1920, and now representing the Chicago - Milwaukee Motor Carriers Conference, describes the trucking industry after 14 years of Interstate Commerce Commission regulation as follows:

"... it is a very simple proposition to go into the trucking industry without even a sales force. All you have to do is reduce your rates two cents under everybody else and you will have a flow of traffic overnight. You can go in business without a dollar. You can operate without a dollar and in the long run you can take out all the profits and pour nothing back into equipment investment, into terminal investment, and so forth."

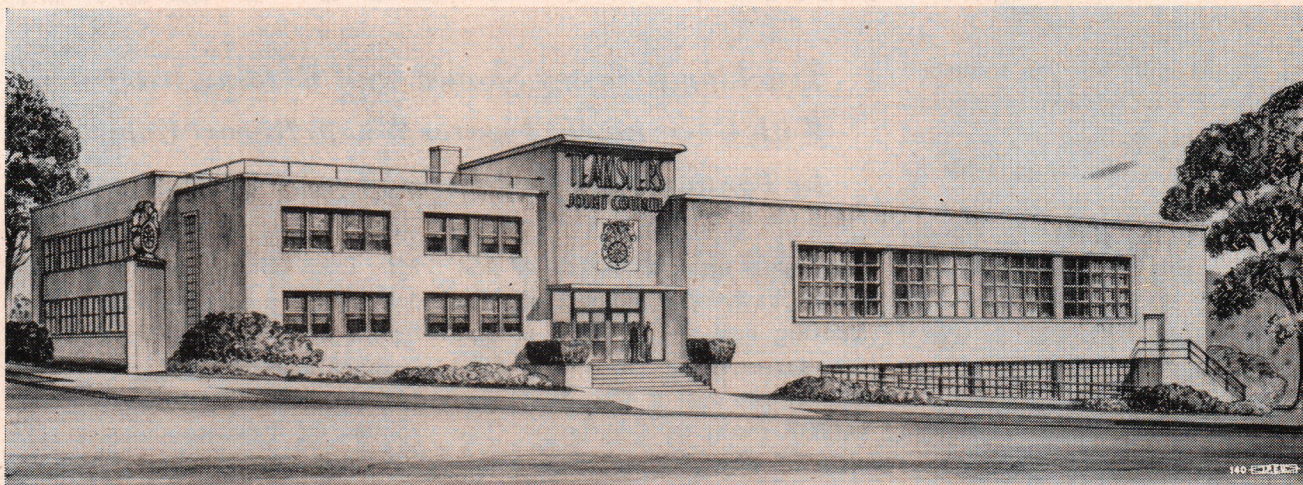
The Interstate Commerce Commission records also contain this testimony of Mr. Ricci, who was a Providence truck-driver for more than six years before the war, and became an owner-operator after he got out of military service in 1945. By investing his life savings of \$23,000 he managed to acquire 7 pieces of equipment costing \$35,000. Now the trucks and life savings are gone. The mortgagee repossessed them.

Rules Ignored

His usual practice was not to observe the Commission's rules governing hours of service since only in that way was there any possibility of making a profit. The rules relating to periods of rest were likewise not observed; his longest driving period without rest was 36 hours. Often the logs were made out before

(Continued on page 30)

Oregon Teamsters Get Modern New Home



Modern design gives new Teamster home in Portland, Oreg., a maximum of efficiency and space.

DEDICATORY exercises for a new Teamster building were held in mid-June in Portland, Oreg., an announcement by Jack Schlaht, secretary-treasurer of the Oregon Joint Council of Teamsters, has revealed.

The Portland Teamsters moved into their building on June 4. The two-story concrete structure is described as one of the finest of its kind in the city and ranks among the top Teamster buildings on the Pacific Coast.

Housing the offices of the Oregon Joint Council of Teamsters No. 37 and eight local unions, the new Teamster home contains complete facilities for providing up-to-date accommodations for the membership and the representatives of Portland Teamster unions.

A total of 29 individual offices are available in the structure. A large auditorium comfortably seats in excess of 900 persons. There also is a smaller meeting hall for 350 people and a conference room. Included also are a storage room, janitor room, boiler room, lavatories for men and women, a ladies' lounge and a room 38 x 40 feet for a restaurant or other use.

The building was erected by Waale-Camplan Co. on a half-city block at N. E. Third and Hassalo

Sts. on Portland's east side. There is a large parking lot. The L-shaped structure is 200 feet long and the cost of property and building was approximately \$254,000.

Officers of the Teamster Building Association include Jack Schlaht, president; A. O. Garrison, secretary of Local 281, Taxicab Drivers,

secretary; Jack Estabrook, secretary, Local 206, Warehousemen, trustee; M. E. Steele, secretary, Local 499, Bakery Drivers, trustee; and J. G. Page, secretary, Local 358, Laundry Drivers, trustee.

The building will be headquarters for the research division and the Oregon Teamster newspaper.

Significant Legal Ruling Cited

St. Louis Local Wins Case Clearing Status Of Auto Salesmen's Bargaining Position

A case which holds great significance in the organizing of retail automobile salesmen has been won by Local Union 604, St. Louis, Mo.

The National Labor Relations Board has ruled that automobile agencies are engaged in a business involved in interstate commerce and, thus, retail salesmen are entitled to benefits of NLRB procedures.

The legal battle began when nine salesmen employed by a St. Louis automobile dealer requested an election to establish a bargaining agent for them. The company objected, and a salesman was fired. Other salesmen then struck in protest.

Unfair labor practices were charged, and the case went to the National Labor Relations Board.

The company charged the NLRB had no jurisdiction, holding that the agency was not involved in interstate commerce.

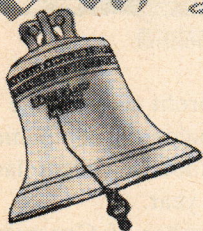
Meanwhile, the company filed a suit in federal district court charging Local 604 and the auto salesmen with a conspiracy to destroy business.

The NLRB ruling in the case held that the business was engaged in interstate commerce and that its employees were entitled to the services of the board.

Charges filed against the union in federal court also were dismissed.

The attorney for Local 604, who conducted legal features of the fight, is Paul J. Kaveney. Business agent for the local is Dale Ferris.

Our Debt for Freedom



OUR AMERICAN FREEDOM was bought with the blood of patriots, whose devotion to the cause of independence knew no bounds of sacrifice. For almost two centuries, that freedom has been preserved by men and women who unhesitatingly offered their lives in its defense during times of crises.

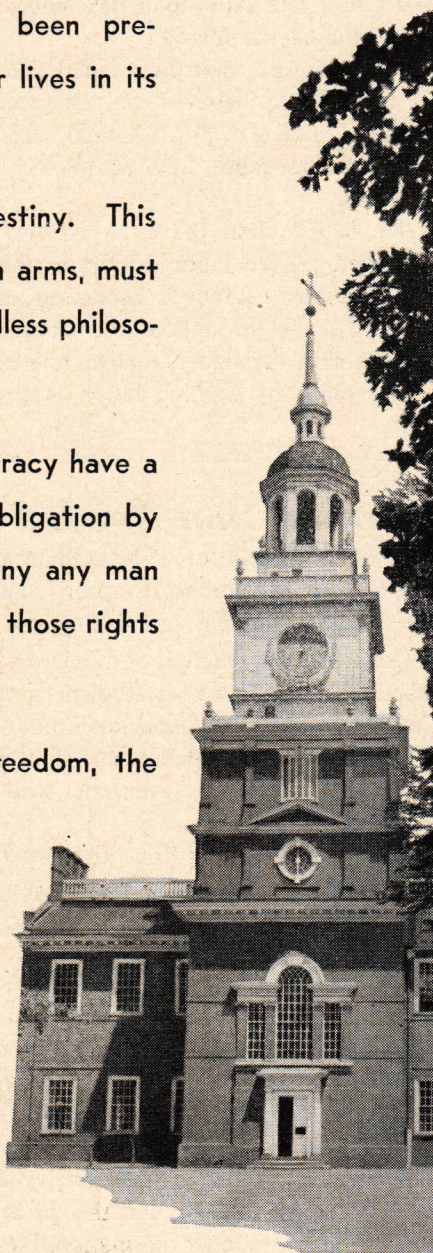
Today, our democracy stands at the crossroads of destiny. This nation, which has defended its freedom numerous times with arms, must now win a vital battle against a sinister philosophy—the Godless philosophy of Communism, which has no regard for human rights.

We who have inherited history's most complete democracy have a solemn debt to pay for our freedom. We can meet our obligation by facing the problems of our day realistically; we will not deny any man his fundamental rights, but neither shall we permit him to use those rights to destroy the government which makes them possible.

As we celebrate the 173rd birthday of American freedom, the future is as challenging as that which confronted our nation's pioneer patriots. By exercising the same spirit and determination as they did, we shall achieve the same success and, thereby, meet the payment on our debt for freedom.

Daniel G. Johnson

General President.



EDITORIALS

Labor Leaders Deliver

We are glad to learn that a labor leader has been made chief of the special ECA mission to Norway. This is the first time that a labor leader has been called upon to head a foreign aid mission under Paul G. Hoffman's Economic Cooperation Administration.

John E. Gross, formerly president of the Colorado Federation of Labor, went to Norway as labor adviser to ECA. The AFL man has made good and is now head man of the mission.

Another AFL man has joined ECA. He is Joseph L. Bryan, president of the Bookbinders and Paper Cutters Union No. 8 in Chicago. Mr. Bryan has been appointed as labor adviser to the ECA mission in Belgium.

We believe that the ECA is wise indeed to select tried and proved labor leaders in the important overseas missions. Labor is becoming an increasingly important factor throughout the world and the Government is showing that it realizes the changes which are taking place by naming labor experts to top foreign posts.

Examination Needed

A liberal first-term Congressman has taken up the cudgels for the American motorist and has asked that the matter of rising gasoline prices be investigated.

Congressman Hugh J. Addonizio (Dem., N. J.) has asked that the matter be studied by the Federal Trade Commission and the Department of Justice. His words in the House of Representatives in urging this study are worth noting by everyone who drives a motor vehicle.

Referring to recent price rises by three major companies, he said the "increase came at a time when prices are sagging all across the economic horizon and oil profits are at their zenith in history.

"To my way of thinking," says Addonizio, "this price rise represents an all too obvious example of economic opportunities on the part of the oil industry. How can the oil companies possibly justify it? The answer is they cannot. . . . Only one conclusion is possible. The oil interests are exploiting the Nation's more than 30 million car owners for the sake of higher profits. It seems clear that this price boost represents the predatory practice of monopolists."

Commenting on the oil profit picture, the Congressman said a survey of 16 major oil companies showed a net increase of \$339 million in profits last year as compared with the previous year.

We are glad to see a member of Congress going to bat for the motorist. Too often the ultimate consumer gets lost in the Washington shuffle. Let's hope something comes of this investigation effort.

Time for Action

Elsewhere in this issue of THE INTERNATIONAL TEAMSTER is a discussion of the problem of advance planning of public works as a necessary factor in providing depression insurance.

The economists are by no means uniform in their forecasts as to what is going to happen in the coming months or the next couple of years. Some say the high level of employment and purchasing power will continue. Others, and we believe a growing number, are far more pessimistic than their colleagues in reading the economic portents. This latter group looks at the curves on their charts and sees that most of them are going down.

Economists from these more pessimistic brethren differ among themselves as to how far the curves will go down and how long the levels indicated will remain low. But they all know that these lowering statistical curves expressed in human terms mean unemployment—how great we don't know. But the problem of unemployment is getting more and more acute.

We would be wise as a nation if we did a bit of economic forearming—we should not wait till a serious depression starts. We have some excellent cushions to soften a depression blow. These are discussed in our article, but we cannot depend on "cushion." We know that jobs are the answer and we should be ready to get jobs moving in depressed areas or on a national basis if need be.

Economists generally recognize the usefulness of public works as against improvised or "made" work. But we cannot have useful public works without planning for it. And the plain fact is today we have a woefully small "shelf" of public works blueprints and we would be in no position to go forward with anything like a decent program if we need it.

We hope that we will not need to draw on any

shelf of blueprints to give jobs. But it is sheer governmental folly to be unprepared for an economic storm. And the clouds are getting darker by the week.

We hope that Congress takes as a major anti-depression step the enactment of a real bill for advance public works planning. The money appropriated would be about the best economic insurance we could buy.

Summer Casualties

With school out and millions on the roads this summer in vacation trips, the probability of a sharp rise in the accident curve is alarming. Summer should be a safety season, but somehow, many of the normal restraints which help protect us at other times of the year seem to disappear in the summer and vacation periods.

The highway accident toll this summer will undoubtedly shoot upward sharply due to the great increase in road traffic. Congestion in and near our large cities adds to the perils of travel.

Too many of us are inclined to try to save a few minutes' time by skipping lights, failing to stop at stop streets, failing to take proper care in the use of our cars on the highway. We are glad to know that our truck-driver members of the Teamsters Union are, on the whole, able and careful drivers. They owe not only their living but their lives to the ability to be safe and sure in all sorts of traffic. But our members, as do all other drivers in America, have an additional responsibility. We not only have to be careful ourselves but we have to watch the other fellow, too.

Let's all try to fool the accident predictors—let's all help to make this a safe summer—as safe as care and vigilance can make it.

Reenacting Taft-Hartley

Anyone having any doubts about the Taft substitute bill as a reenactment of the Taft-Hartley Act has only to read a statement of a group of top labor lawyers. Recently the General Counsel of the American Federation of Labor, Congress of Industrial Organizations and of several unions affiliated with each of these major groups met to discuss the Taft substitute.

These top lawyers following their discussion issued a brief statement saying, "We have met informally in Washington, D. C., to review from a legal standpoint the Taft amendments to the Thomas bill.

"In the course of our meeting we have made a careful legal analysis of Senator Taft's proposals, taking into consideration the experiences of our respective clients during the last two years under the Taft-Hartley Act.

"It is our considered opinion that the Taft amendments would substantially reenact the Taft-Hartley Act.

Mountain and a Molehill



Carmack in the Christian Science Monitor

The purported concessions in Senator Taft's proposals are insubstantial in character, and would not basically alter the Taft-Hartley Act. We have advised our clients accordingly and are preparing a detailed analysis of the Taft amendments, which we also propose to make available to members of Congress and the public."

This considered opinion represents a conclusion of some of the best legal brains in America. We sincerely hope that Congress pays some heed to the analyses of these outstanding lawyers.

Unsung Service

One of the least known and most useful organizations in the world is the Universal Postal Union, which this summer is celebrating the seventy-fifth anniversary of its establishment.

Many years ago nations found that agreements on the handling of mail between two countries were inadequate since mail and correspondence is of international character. And so there was formed the Universal Postal Union, which had its origin 75 years ago with the convention or agreement coming into force on July 1, 1875.

On joining the UPU each nation agrees to forward the mail of all other nations which are members by the best means used for its own mail. In practice the work of the postal union has proved absolutely indispensable for world communication.

General Executive Board Report

THE meeting was called to order June 7 by General President Daniel J. Tobin. All members of the General Executive Board were present with the exception of Vice President John P. McLaughlin, who advised by telegram that he was unable to attend the General Executive Board meeting on advice of his physician. President Tobin advised the members of the General Executive Board that he would send the following telegram to Vice President McLaughlin:

"THE GENERAL EXECUTIVE BOARD EXPRESSES DEEP REGRET OF YOUR INABILITY TO BE PRESENT AT THE MEETING NOW IN SESSION IN WASHINGTON, D. C. THE BOARD SENDS YOU BEST WISHES AND THE HOPE THAT YOU WILL SOON RECOVER FROM YOUR ILLNESS."

(SIGNED)

DANIEL J. TOBIN,
GENERAL PRESIDENT.

The General President then reviewed events of interest to the International Brotherhood of Teamsters since the last meeting of the General Executive Board and discussed the present situation and future outlook for labor organizations, particularly the International Brotherhood of Teamsters, the economic, political and social field.

Letters from President William Green of the American Federation of Labor and Vice President Matthew Woll of the American Federation of Labor were read to the members of the Board. These letters requested a donation to carry on the work of the Free Trade Union Committee of the American Federation of Labor.

In his letter of May 9, 1949, President Green stated that on be-

Purchase of Site in Washington for New Headquarters for International Approved; Other Important Decisions Are Listed

by DANIEL J. TOBIN

half of the American Federation of Labor he could not urge too strongly that the International Brotherhood of Teamsters make a generous contribution to the work of the committee and pointed out that since plans have now been initiated to build a genuine world federation of free trade unions, the work of the Free Trade Union Committee takes on additional importance.

In Matthew Woll's letter it was stated that the activities of the Free Trade Union Committee have not lessened but, on the contrary, have constantly expanded.

The appeal for a contribution to the Free Trade Union Committee was discussed by the members of the Board and, thereafter, Vice President Dave Beck moved that General President Tobin be authorized, at his discretion, to contribute to the Free Trade Union Committee in behalf of the International Brotherhood of Teamsters.

President Tobin then advised the members of the Board that it would be necessary for them to take action in regard to the purchase of property in the District of Columbia by the International Brotherhood of Teamsters and that before such action was taken by the General Executive Board, he desired each member to make a personal inspection of the property. He suggested that this inspection be made during the noon recess of the Board and made arrangements to have each member of the Board driven to the site of the property.

President Tobin thereupon recessed the meeting of the Board until 2:00 P. M.

JUNE 7, 1949—2:00 p. m.

General President Tobin called the meeting of the General Executive Board to order at 2:00 p. m. Present were all members of the Board except Vice President McLaughlin.

General President Tobin next brought up the matter of the contemplated purchase, by the International Brotherhood, of certain real estate in the District of Columbia, upon which it is intended to build a building as headquarters for the International to carry out its functions as a labor organization. He briefly summarized events leading up to the offer by the International to purchase this property from the American Legion and then called upon General Counsel Woll to make a report concerning the legal requirements necessary to a consummation of this purchase.

This report was made. Resolutions relating to this matter were unanimously approved, and adopted by the Board. These resolutions, briefly stated, approved the purchase of this Washington property and set up a Board of Trustees, to accept title for the International Brotherhood and to bring about the erection, construction, and furnishing of a building on this property to be used as a headquarters for the International Union. It is distinctly understood that those trustees are

under the supervision and direction of the General Executive Board and one or all can be removed whenever the Board deems it necessary. The selection of the trustees, as per the resolution, was done in order to comply with the laws of the District of Columbia. The Board of Trustees was authorized, as was the General Secretary-Treasurer, to pay all bills in connection with this building approved by the Board of Trustees.

James Hoffa of Detroit, Mich., appeared before the Board and requested a charter for the Truckaway and Driveaway Conference. He stated that a formal application for such a charter had been forwarded to the office at Indianapolis but that no action had as yet been taken in regard to it. The request for a conference charter to cover the truckaway and driveaway workers was granted with the understanding that the charter would be a national charter.

Organizer Thomas Flynn read a letter addressed to Dave Kaplan and coming from John E. Strong of Local 807 of New York City. The subject matter of the letter dealt with the brewery strike in New York. After discussing the matter with Attorney Woll, it was decided that no action be taken on the matter.

General President Tobin reported that at the meeting of the Executive Council of the American Federation of Labor held in Cleveland recently Dave Beck was elected as a delegate to the British Trades Union Congress. The General President was instructed to pay any expenses incurred by Brother Dave Beck on this trip over and above what he is allowed by the American Federation of Labor.

A report was made by Organizer Flynn, who assists the General President in the headquarters of the International Union, on the lawsuit in Connecticut. The report was re-

ceived and, after considerable discussion with our attorneys on this matter, it appeared that Board action was necessary, but it was the desire of the Board that we go on and defend the International Union to the fullest extent. We are quite hopeful that we will be successful in this case.

Strike endorsement was requested which would involve members in two or three New England states. Full report was made on the situation by General Organizer Morrissey.

The General President reported that he had arranged a dinner for all members of the Board and some other representatives who were visiting Washington on business connected with the Board. The dinner took place in the Statler Hotel. Three or four United States Senators were the guests of the International Union as were other very important governmental officials.

The question of individual owners was brought to the attention of the General Executive Board by Harry Card who represents our unions in Toledo, Ohio. The subject matter was discussed at some length. It is generally agreed by all members of the Board that the individual owner is becoming a serious problem not only to the Teamsters Union but to the employers of our membership with whom they come in competition. Our fair union employers guarantee wages to our members. Those employers find it difficult to compete with the individual owners whom it is almost impossible to police as he works all kinds of hours taking care of his truck and doing other things.

It is our intention to call this condition of unfair labor conditions between the individual owners and our large fair employers to the attention of the Interstate Commerce Commission. We find that while the government has certain laws regulating interstate traffic, the govern-

ment does not police the work of the individual owners, so that with the exception of rates, everything else that the individual owner does is unfair labor competition.

A committee was appointed to take this matter up with our attorneys in Washington for the purpose of deciding what policy we shall pursue towards getting the Interstate Commerce Commission to straighten out this mess. The villain in the picture in all this individual ownership is the middle man, the agent who goes out and makes contracts with shippers, then hires the individual owner for as low a rate as possible.

John J. McNamara, Secretary-Treasurer of Railway Express Drivers Local 808 of New York City, appeared before the General Executive Board. Brother McNamara appealed from a decision wherein the General President decided that members of Local 808 were not entitled to lockout benefits. The appeal of Local 808 was denied.

John O'Rourke, president of Joint Council 16 of New York, asked for the Board's advice on a question of a jurisdictional dispute in Long Island. He was advised by the Board of the agreement between the International Brotherhood of Teamsters and the other International Union involved. He was advised also that he comply with that procedure as contained in the agreement which in substance was that representatives of both organizations in dispute endeavor to bring about a settlement; failing to do so that the International Presidents try and reach a settlement; failing on their part to reach a settlement that the question then be submitted to an unprejudiced arbitrator.

A matter relating to one of our Locals was brought before the Board by General President Tobin who stated that he had received a letter from an attorney, protesting against the actions of the

Local and asserting that certain conditions prevailed that could be interpreted as a violation of the International Constitution. The matter was discussed by the General Executive Board and by Attorney Woll and it was considered that no action be taken until a more detailed report be obtained through a Vice President who would go into the matter on his return home from Washington.

Executive Vice President Dave Beck made a report of conditions in general on the Western Coast dealing with matters in which the International Brotherhood is interested and after full discussion of several situations on the West Coast it was decided that the International continue its policy of protecting the jurisdiction of the International Brotherhood while in the meantime endeavor to bring about honest, decent settlements based on justice with any other union with whom we may have any misunderstanding.

General discussions on many other subjects took place during the sessions of the Board which required no action and consequently are not given publication herein. After the discussion of those topics and after the end of five days of meetings in almost continuous session, the General Executive Board adjourned to meet again when called upon to do so by the General President.

Respectfully submitted,

DANIEL J. TOBIN,
General President.

Uranium Prospecting

Uranium prospecting has taken the place of gold prospecting as a lure of quick wealth. The Atomic Energy Commission has just issued a pocket-sized booklet called "Prospecting for Uranium." The 123-page booklet tells where to look for uranium.

Will the Economic Storm Hit Again?

(Continued from page 10)

adds little to the permanent resource of the nation. Public works, on the other hand, has a "multiplier" effect—immediate jobs; jobs in related industries and substantial upward push in the whole economic machine.

Why aren't we ready? The Government has neither the funds nor the authorization to make advance plans. Authority expired June 30, 1947. Under this authority—Title V of the War Mobilization and Reconversion Act of 1944—\$65 million was provided by Congress for repayable loans to state and local units for blueprints of some \$2.5 billion in potential work.

Today S. 707, a bill sponsored by Senators Claude Pepper (Dem., Fla.) and Theodore F. Green (Dem., R. I.) is languishing in the Senate Committee on Public Works. Representative Hale Boggs (Dem., La.) introduced a House bill providing for advanced planning. No action has been taken on this measure, H. R. 3086.

One bill has passed the House and is before the Senate to provide for \$40 million in loans for advanced planning. While this would provide some help, the results would be woefully inadequate.

Bill Studied

Senator James E. Murray (Dem., Mont.), sponsor of the Employment Act of 1946, is collaborating with a number of Senate liberals in another proposed measure to be called the "Economic Expansion Act of 1949." This bill, in draft form to date and not yet introduced, would set up a National Economic Cooperation Board with management, labor, agriculture and the Government represented. This would be a top level economic study and planning unit which could recommend fast action to curb alarming inflationary or deflationary movements. The job of the bill would be to provide the

authority for the brains and the know-how whereby the nation could keep the economic machine working in the interest of high level employment. Sponsorship of the bill includes with Senator Murray, Senators Elbert Thomas (Utah); Brian McMahon (Conn.); Pepper (Fla.); Kefauver (Tenn.); Humphrey (Minn.); Sparkman (Ala.); and Kilgore (W. Va.). This sponsorship insures a decent hearing if and when the bill comes up.

In the meantime, the nation marks time and hopes for the best. Those who know that public works have pronounced value as a depression weapon of the first order, watch the various economic storm signals with mounting alarm. They know that these signals spell danger and they want to ward off that danger with weapons which can be forged in a minimum time.

Labor has a real stake in this problem of advanced public works planning. Leaf raking and improvised work are unsatisfactory substitutes for useful construction. Public works add to the nation's resources and reverberate into other job-giving lines of endeavor, thereby giving the whole machine a healthy forward push.

Labor can do itself and the nation a real service by urging the consideration and passage of a comprehensive public works advanced planning program. And many economists as well as many labor leaders believe that time grows short and the storm signals now evident emphasize that positive and decisive action is imperative.

A Sign of
UNION SUPPORT



Outlook Is Bright for Canning

FAVORABLE conditions in both production and consumption point to a good year in 1949 for both canning and frozen food packs, according to reports from the United States Department of Agriculture.

Developments in this vital industry hold particular interest for our International, since an intensive organizing drive has been launched in this phase of Teamster jurisdiction. Details of the campaign were carried in the last issue of THE INTERNATIONAL TEAMSTER.

In order that our members may know the canning and frozen food situation in 1949 THE INTERNATIONAL TEAMSTER obtained the latest available figures from the Department on the current and future fruit and vegetable situation. The U. S. D. A. reports are prepared from studies and statistics made from its own field staff, from commercial canners and packers, and from the trade associations representing both the canning and frozen foods industry.

Canned Fruits

The 1948-49 pack of commercially canned fruits is tentatively estimated at 2.5 billion pounds which is slightly smaller than the 1947-48 pack, but 47 per cent larger than the average for the period 1935-39. The canned fruits, while showing an increase over the long term is no more than enough to meet the increased needs of our expanding population. Considering packed goods in storage and carry-over, the Department of Agriculture estimates that the net result of the season 1948-49 will be larger than that of last year.

The commercial production of canned fruit juices set a new record in the 1947-48 period with a total of over 2.5 billion pounds or an equivalent of 85 million cases of No. 2 cans. This pack included about 2.1 billion pounds of citrus

Production and Consumption Conditions Are Favorable; Frozen Food Industry Shows Growth, Canned Fruit Juices Set Record

juices and 440 million pounds of non-citrus juices. Agricultural estimates for this year point to a slightly smaller amount of canned citrus and non-citrus juices.

The frozen fruit field has shown a growing volume with last year's trend up from the preceding period. About 390 million pounds of frozen fruit were put up by commercial packers last season which marked a sharp increase over the 350 million pounds in 1947. This increase is the result of substantial increases in strawberries, sour cherries, and orange juice. Reductions were shown in packs of peaches, apples and apricots.

Last year also marked the first time in five years that the per capita consumption of frozen fruits declined. The 1948 per capita consumption was 2.9 pounds per person, off .3 of a pound from the 1947 figure.

Figures in the vegetable products field are not as exact on a periodic basis as they were during the war when the Office of Price Administration required packers and wholesale distributors to make reports.

Slight Decline

Reliable data from many sources, says the Department of Agriculture,

(Continued on page 28)



Workers store frozen foods which soon will reach tables the nation over.

Teamsters Score at Union Show



Above is a general view of the Teamster exhibit stage as it appeared to the throngs who packed the concert hall during the five-day show. "Truck Stop Cafe" can be seen directly in center of stage. Photographs of Teamster officials included those of General President Daniel J. Tobin, General Secretary-Treasurer John F. English, Executive Vice President Dave Beck and Edward F. Murphy, member of the General Executive Board, who lives in Cleveland.

EMPHASIS was on education and entertainment at the Teamsters' exhibit in the recent Union Industries Show staged in Cleveland.

The International's contribution to the labor-management display of union products and services was acclaimed by thousands. The Teamsters' show was held in the concert hall of Cleveland's mammoth municipal auditorium.

A simulated "truck stop cafe" provided an effective backdrop on the stage, and giant reproductions of the Teamster emblem and shop cards were hung in eye-catching spots.

Variety of Movies

Interesting movies were shown every hour in the Teamster hall. These included sports, variety and documentary shorts, as well as animated cartoons for the children. "Live" music was presented when the movies were not in progress.

Exhibitors at the Union Industries Show included most of the American Federation of Labor unions and many manufacturers of union-made goods. The products displayed ranged from foundry castings and baby clothes to wheel chairs.

Taft "Defeated"

A booth set up by Labor's League for Political Education demonstrated the political education techniques used so successfully by labor in last November's elections. Visitors to the show were given an opportunity to cast "straw votes" for or against Ohio's Senator Robert Taft. Final counts showed the Clevelanders were against Taft, four to one.

Literature stressing the advantage of buying union services and union products was distributed in every booth of the show. The Retail Clerks' Union provided shopping bags for visitors, and hundreds of persons could be seen at any time

during the five-day show carrying pamphlets in the bags.

Television covered the Union Industries Show for the first time this year, and the story was carried by video into thousands of homes around the nation.

Teamsters can be proud of their union's successful production at the show. Its interesting program of music, movies and education won many new friends for the International and, more important, impressed thousands of consumers with the importance of looking for the union shop card or label before buying.

Realistic Exhibits

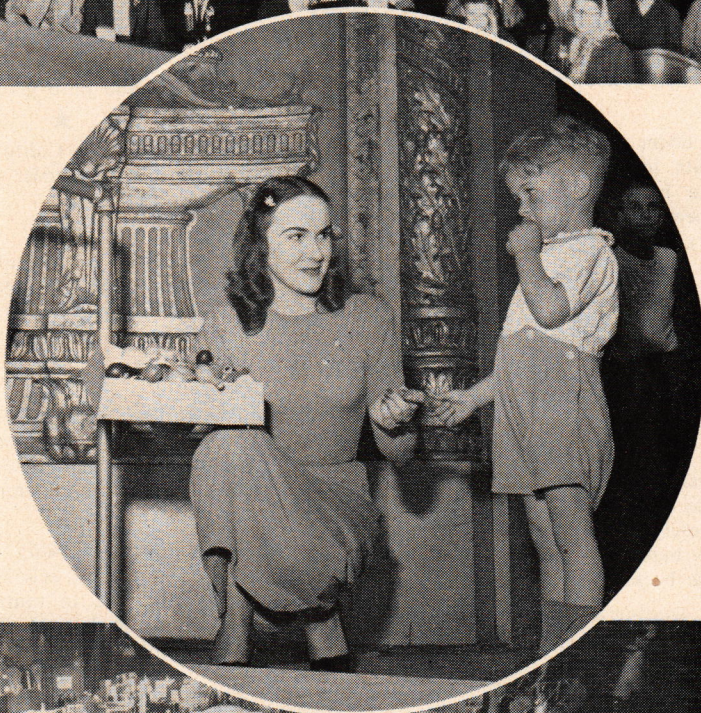
Exhibits by other unions included a bricklaying contest for apprentices of the Bricklayers' Union, a fully-operating post office manned by members of the National Federation of Post Office Clerks and actual manufacture of insulated wire by the AFL Electrical Workers.



Typical audience (above) attends program presented by Teamsters in concert hall. Movies, shown every hour, included sports, variety and documentary shorts, as well as cartoons for the younger visitors. "Live" music also was provided.

Attractive model (right) presents balloon to youngster who is obviously awed by the splendor of the big show. Theme of the show was built around the need for good labor-management relations. Visitors included youngsters and oldsters.

General view of the main auditorium (below) shows hundreds of visitors inspecting union exhibits. Guests were given literature which emphasized the quality of union made goods and services. Since Teamster display was in concert hall, guests could enter by a private doorway.



Science Shorts

Some sunflower seed yields 30 per cent of its weight in edible oil.

★
Blind pedestrians have the legal right of way over motorists in 16 American states.

★
Without magnetic metals, there would be no telephones and no electric lights, and practically none of the modern conveniences.

★
Jewelry stamped with the abbreviations Plat, Pall. Irid, Rhod or Ruth contain respectively platinum, palladium, iridium, rhodium or ruthenium.

★
Older people, who do not drink enough milk to supply the calcium needed for the bones, can get this mineral from cheese, ice cream and bread made with dry milk.

★
Orthonol is a new nickel-iron magnetic material, developed by the U. S. Navy Ordnance Laboratory, that is said to be superior in magnetic properties to all earlier magnetic materials.

★
The frequent high winds of the Great Plains area did little damage when it was only an Indian hunting ground, merely waving the tall grasses on which the buffalo fed; today, they do much damage because of plowing and overgrazing.

★
Wormwood is the source of an oil used externally to warm muscles.

★
Magnetic metals make possible the transfer of electrical energy to mechanical energy.

★
India is to have a new aluminum production factory; the country is said to have a plentiful supply of suitable domestic bauxite.

★
A living electric catfish, placed on the brow of a patient with epileptic fits, was used by a Moslem doctor several centuries ago to give relief.

★
Lady finger potato, still grown as a curiosity in the United States but of practically no commercial value, is about the size of a short, stubby finger of a man.

★
A man-made shipping channel 50 miles long, connecting Houston, Tex., with the Gulf of Mexico, is responsible for that

city being perhaps the third ranking deep-sea port in the United States.

★
Vermiculite, a mineral that expands greatly and permanently by heat treatment, is widely used in making lightweight concrete; it is found in several places in America, but the principal supply comes from Montana.

★
America imports tea wastes from China for the manufacture of caffeine.

★
Popular gold jewelry is usually about 14 karats, while pure gold is 24 karats.

★
Texas, Louisiana, California and Oklahoma rank in that order in the production of natural gas.

★
To encourage peanut cultivation in the Dominican Republic, agricultural machinery is being made available by the government to farmers at a nominal charge.

★
The United States is the largest user of apparel wools in the world, consuming 1,000,000,000 pounds annually, of which some three-fourths are imported.

★
Radar location ability is said to be possessed by electric eels; they have poor eyesight and live in murky waters but seem always to be able to locate their prey promptly.

★
Calabar beans, from which a drug is obtained, grow wild in Liberia; natives gather the beans from the inland bushes on which they grow and carry them in headloads to the coast for shipment to Europe.

★
Electric eels have an attack power up to 600 volts.

★
The principal food of wild hawks is destructive rodents, not chickens as many believe.

★
During a recent nine-day open season in Missouri for hunting deer with bow and arrows, the bag was zero although many archers took part.

★
Although Canada produced nearly 48,000,000 pounds of honey in 1948, there is a decreasing demand because candy makers and bakers are now able to get sugar.

Dairy Industries Show Output Gains

The Bureau of the Census has just issued some production figures in fields in which the International Brotherhood of Teamsters has jurisdiction. Creamery butter, natural cheese and ice cream and ices figures show increases. The Census reports are for the entire year 1948 and are compared with figures for 1939. Creamery butter production figures are up 111 per cent with a total of 38,000 employees in the industry. The natural cheese industry showed a 484 per cent jump in 12 years over the 1939, pre-war figure and average employment in the industry was 16,579. Ice cream and ices produced in 1948 were valued at \$870 million which was a 209 per cent increase over 1939 and the average employment in the ice cream industry was about 81,000. Pickles and sauces showed a 200 per cent increase in 1948 over 1939 and employed in the latest period about 22,000 persons.

Shopping for Television?

The discussion and rumors on possible changes in the present television channels apparently has had some effect on the sale of the instruments, one would infer from a recent special announcement from the Radio Manufacturers' Association. The trade association which represents most manufacturers in the radio and television field issued a statement saying that the public can buy TV receivers with confidence and need not fear channel changes. The 12 channels in use now will remain intact says the Federal Communications Commission and if and when new channels are added, a simple converter where necessary will be obtainable. A television receiver purchased today "will continue to receive television broadcasts and provide fine entertainment for the life of the set," says the RMA.



THIS YEAR will see marked progress in one of the most significant highway projects in the North American continent—the Trans-Canada Highway stretching its 4,200 miles from Halifax in the east to Vancouver on the Pacific Coast.

This highway has had an uncertain and somewhat stormy legislative history. Advocated over 35 years ago, the last link in the road was opened for traffic in a 157-mile stretch in Ontario six years ago. Today the traveler can motor from coast to coast on the Trans-Canada, although parts of his journey will not be on the latest type of improved highway construction.

The road is significant, however, for Canada in linking East and West and drawing the eight provinces through which it passes closer together in the motor age. Canadian officials are conscious of the benefits of an all-weather improved highway from coast to coast in terms of bringing into the Dominion tourist dollars. D. L. Dolan, director of the Canadian Government Travel Bureau in testifying before the Senate Standing Committee on Tourist Traffic a year ago said, "A Trans-Canada all-weather highway

would be one of the greatest assets to the tourist industry of this country. . . . If we had an all-weather highway from coast to coast, I hesitate to estimate how much money it would bring into this country. . . ."

Made Talk on Road

Someone in Canada has said that if all the resolutions advocating a Trans-Canada highway passed by organizations across the Dominion were placed end to end, they'd practically span Canada themselves. Those who have followed the sometimes uncertain advances of the highway coast-to-coast project will have to look back into Canadian history to find the real origins of the road we now know as the Trans-Canada. In the Dominion, the individual provinces have legislative powers with respect to public roads and municipal organizations, although the Dominion government has authority to subsidize construction. Since the Trans-Canada Highway is made up of major portions of the highway systems of each of the provinces, the story of this road is one involving consider-

able discussion between federal and provincial authorities and many discussions, of course, with each other, on the part of provincial officials.

The story of the Trans-Canada might properly be said to begin with the building of the first highways for military purposes. Regiments were often used for road construction during peacetime in Upper and Lower Canada. The framework of the road as we know it today was laid by such operations in the eastern part of the country.

The highway today starts at Halifax and traverses the following route:

- through Truro, Parrsboro and Amherst in Nova Scotia in the east;
- through Moncton, St. John, Fredericton, and Edmundston in New Brunswick province;
- through Riviers-du-Loup, Quebec, and Montreal in Quebec province;
- through Ottawa, North Bay, Cochrane, Hearst Port Arthur or Fort William and Kenora in Ontario province;
- through Winnipeg and Brandon in Manitoba province;

- through Regina, Moose Jaw and Maple Creek in Saskatchewan province;
- through Medicine Hat, Calgary, and Banff in Alberta province;
- through Golden, Revelstoke, Kamloops and Lytton to Vancouver in British Columbia, westernmost province on the route.

In the early days of modern Canada, just before the Confederation, the Dawson Route, a land and water passage, was Canada's first attempt to provide a highway linking the East with the Prairie Provinces. It was 530 miles long and named after the engineer who made the survey in 1858. During the years 1862-65 the Old Caribou Road was constructed in British Columbia. From these and other early overland routes the present network of Canadian highway development has evolved.

It might be said that the Trans-Canada Highway has developed, at least it did in its early stages, almost as a by-product of local or provincial improvements. Provincial officials and local people apparently were more interested in local projects than they were in one continuous national road. But with the advancing use of the automobile and motor truck, the need for a coast to coast highway became more and more apparent.

In 1919 the Canada Highways Act was passed and gave the Dominion authority to spend \$20 million during a five year period to improve Canada's highway systems. This measure, passed as a postwar reconstruction measure to relieve unemployment, gave great impetus to road building across the Dominion. The act was extended to March 31, 1928 and road projects subsidized under the act totalled nearly 9,000 miles.

Tourist Boom Seen

Canada expects a post-war tourist boom with 1949 setting a new record for incoming visitors, most of whom come by auto. Last year, according to the Dominion Government, more than two million cars and an estimated 25 million persons entered Canada for visits of one day or more during the year. Canada has done an extraordinarily effective job in publicizing its many attractions—hunting, fishing, areas, parks, picturesque and historical points of interest and sheer beauty of scenery. The Dominion has worked through its own government travel bureau, through airline, bus lines, and railroads which come into the U. S. A. or which carry passengers immediately after reaching Canada. One of the year around media used, and by far one of the most effective for the Dominion, is the series of motion pictures pro-

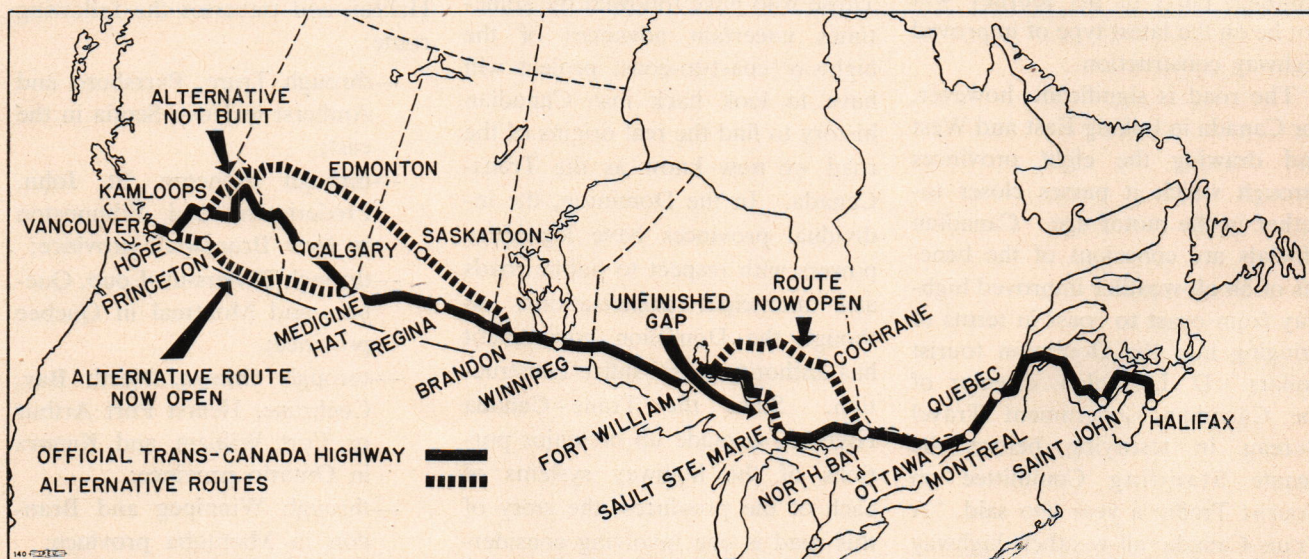
duced and distributed by the National Film Board of Canada. These pictures circulate throughout the world and have a large audience especially in the United States.

The route of the Trans-Canada traverses colorful sections of the Dominion rich in history, colorful in appearance, and important in the commercial and economic life of the nation. We might take a brief tracing of the route and see the nature of the country it serves both for pleasure car and motor truck transport.

Nova Scotia ("New Scotland"), province in which the road starts was named in honor of King James I of England (James VI of Scotland), a native Scotsman who granted this area together with other large sections to a nobleman in 1621, the year after the Pilgrims landed at Plymouth Rock in Massachusetts. But this grant by the British Crown, was not the first significant appearance of Nova Scotia in the pages of history—or tradition.

According to tradition Leif Ericson and his 35 Viking companions set off toward the New World in the year 1000 and sailed along the Atlantic coast area, touching Newfoundland and Nova Scotia.

The Evangeline country of old Acadia is one of the most colorful and interesting areas of North America. The poet Longfellow im-



mortalized the Acadian character and today the statue of Evangeline in the memorial park at Grand Pre, Nova Scotia, is a point of tourist interest.

Halifax, capital of the province is one of the world's great ports and it will be remembered by many who served or travelled overseas in World War II as the makeup point for convoys bound overseas. Although an important city historically, this 200-year-old city is also of great importance industrially with its seaport, shipbuilding and manufacturing and other industries.

The history of the next province, through which the Trans-Canada passes is closely intertwined with that of Nova Scotia. These two provinces make up Acadia and many of the same forces which helped shape the destinies of one province markedly affected those of the other.

St. John, largest city and a key point on the highway, was the landing place of the British Loyalists who left the U. S. to relocate in Canada. Together with Halifax, this port is active as a shipping center serving the Dominion.

'Rhine of America'

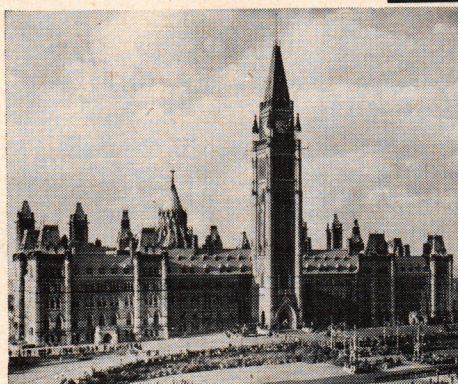
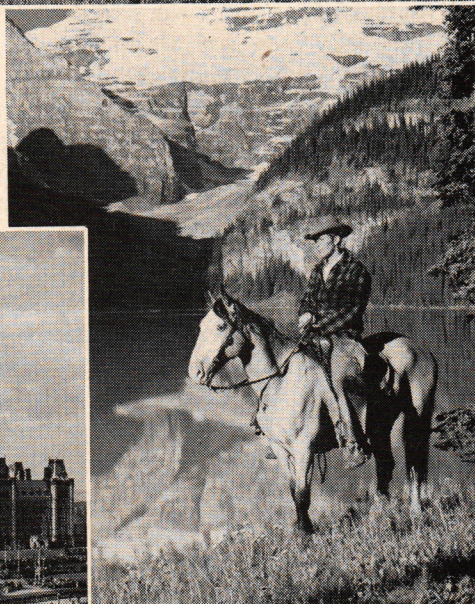
Transportation is important in New Brunswick—rail, water and motor. The St. John river is called "the Rhine of America." The high tides of the Bay of Fundy, when the tide is up, causes the river to "reverse itself" and flow backwards temporarily, until the tide falls again.

One interesting characteristic of the highways in this province is the number of covered bridges. With many rivers and many bridges, the thrifty citizens often covered the bridges to prolong their useful life. Incidentally, one of the most famous islands off shore from New Brunswick is Campobello, where the late President Roosevelt had his summer home.

From this province the highway goes into Quebec, the size of which will doubtless come as a surprise



ABOVE—Wheat field in one of Canada's "Prairie Provinces." RIGHT—Scene in picturesque Canadian Rockies. Below—House of Parliament, Ottawa.



to many Americans. This province has an area of nearly 600,000 square miles or a territory a little larger than the combined states of Texas, California, Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island and Vermont. One-fourth of the Dominion's population lives in the lowlands of this province in the St. Lawrence valley. Of this population 82 per cent are French Canadians and 14 per cent British. Home ties are strong here and the French being a great family people have carried on their traditions and customs of decades ago. The 60,000 French have grown in 190 years to a share of the population which can be numbered in the millions. Ten of Canada's 11 French language newspapers are published in this province.

Montreal another main stop on

the Trans-Canada highway is Canada's largest city and the Dominion's most important industrial center. Montreal is also the second largest French-speaking city in the world, second only to Paris, France. At the head of navigation in the St. Lawrence, Montreal is particularly important in transportation—highway, water, air and rail.

Three Rivers, a major industrial city between Montreal and Quebec on the highway, is a major shipping point in the heart of the paper and pulp producing area of Canada. Hydroelectric energy from falls on the St. Maurice also add to the manufacturing assets of the city.

Ontario province is the next area through which Trans-Canada passes and this part of Canada is the section most familiar to hundreds of thousand of Americans who have visited the area. This province extends along the Great Lakes from

Ottawa in the east to the Lake of the Woods in the West and northward to famous Hudson Bay.

Ontario, the traveler will note as he goes along the Trans-Canada, is a province of diversity and substantial economic assets. Richest of all the provinces agriculturally, it nevertheless has a greater net return from its manufacturing. Mineral wealth in both metallic and non-metallic ores is substantial and the tremendous sources of hydroelectric power is an asset which has meant much in the destiny of modern Ontario and is likely to be highly influential in shaping its future.

Wheat Center

Leaving the older parts of Canada, the highway goes into the Prairie Provinces and well into the wheat country. Winnipeg in the province of Manitoba is one of the major cities along the route. Called the "Gateway to the West" this city is the economic as well as the political capital of the province. Winnipeg originally developed as a great transportation center. The famous Grain Exchange rivals that of any other grain market in the world.

While wheat dominates the province, and many think of Manitoba as a treeless province, there are considerable assets in forests and furs and the river system is an elaborate one. The largest of the extensive system of lakes is Lake Winnipeg, an area covering 9,400 square miles.

The neighboring province, Saskatchewan, is another great wheat

producer. The Saskatchewan Wheat Pool has become the largest elevator concern in North America. Three out of four of the population are engaged in agriculture and 40 per cent of Canada's cultivated acreage lies in the southern part of this province. This province has grown up considerable cooperative farming whereby costs are lowered and working and living standards are raised. This province likes its eastern neighbor—has also had settlers from Germany and Russia.

Leaving the wheat provinces the Trans-Canada highway goes into the beginning of the hill and mountain regions. The next province is Alberta which has prairie lands in the east but has some of the most rugged and picturesque country of Canada in the west.

While furs came first in importance economically in the area, soon ranching developed and agriculture followed. Today farming is a major industry with wheat as the principal farm crop.

Fuel Provider

Calgary, on the highway, is the chief industrial and commercial center and Medicine Hat, also on the route is known as the "gas city" of Canada. The fuel supplies energy for industries of the area. In the western part of the province lies some of the most picturesque country in North America. The Canadian Rockies in this and the neighboring province offers unusual attractions which draw thousands every year.

The westernmost province on the Trans-Canada highway is sometimes called the "Sunset Province" or the "Switzerland of America." This province has a colorful background and was once the center of struggle by four great powers—Britain, the U. S. A., Spain and Russia. In 1858 Queen Victoria suggested "British Columbia" as the name of the region.

This province is the most rugged of any along the entire Trans-Canada Highway route. The coun-

try's economic activity is dictated by an almost entirely mountainous topography. While there are many fertile spots, this province is less suited to agriculture than any. But the nearness to the sea has helped the importance of the province. Lumbering is a substantial industry and British Columbia is third in Canada in industrial importance. Lumber products and paper and paper pulp products rank high. Fishing and fish canning rank high also in the west and packing plays an important part. The tourist industry, however, is of major significance and here the highways and transport arteries play primary roles in development.

Trucking Point

Of all the towns along the route in the area the largest and most important is Vancouver, largest city in the province and third largest in Canada. This important part is a major "feed-in" center for trucking on incoming shipments and "feed-out" point for outgoing goods.

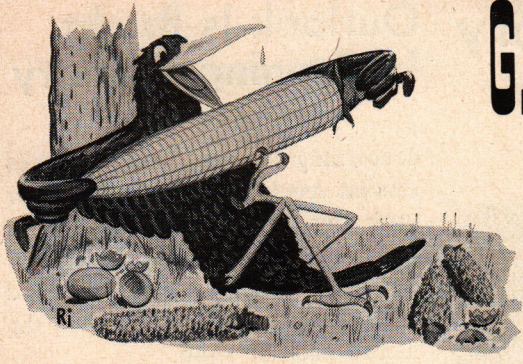
This city measures up to its promise as a major city of the West and a progressive modern city which plays an important role in the economic life of the Dominion—the western terminus of the Trans-Canada Highway.

Non-Red Affidavits

More than 100,000 union officials have filed non-Communist affidavits under the Taft-Hartley Act, according to a recent report of the National Labor Relations Board. This figure is over one-fifth more than had filed a year ago. A total of 179 national and international unions had filed—96 AFL, 31 CIO and 52 independent. Of the 9,464 local unions filing 6,485 were AFL, 1,441 CIO and 399 independent. The number of affidavits (officials) filed totalled 91,626, of which 64,310 were from AFL unions, 13,712 CIO and 13,604 independent.

Trucks in India

Motor trucks are playing an important role in India and so great has been the drain on India's foreign exchange for trucks and parts that the new nation has decided to increase its own truck and parts production. At present India imports 20,000 cars and 15,000 trucks annually. The country is going to try to produce cars which are "100 per cent Indian."



GANGSTERS with FEATHERS

*It's Always 'Open Season' On Crows,
Black Villains of the Game Underworld*

The ornithologist calls the bird under discussion in this page *Corvus Brachyrhynchos*—a four-bit name any way you look at it. The farmer is content to call it a dirty so-and-so who gobbles up corn and other money-producing crops. And the bird is known equally unfavorably to the duck hunter, because *Corvus Brachyrhynchos*—crow to you—takes a greater toll of eggs and ducklings than all the hunters in the United States and Canada combined.

Because crows are held in low esteem in so many circles, many hunters derive more satisfaction from potting them than they do from knocking down a succulent game bird. Another reason for this is that it takes more skill and guile to shoot crows. All the adjectives in the book—including bold, intelligent, crafty, cannibal-like—have been applied to the crow, and with good reason.

Thoreau, the American naturalist, said, "If men had wings and bone black feathers, few of them would be wise enough to be crows." Many good upland-game hunters, who have come back empty-handed from their first crow shoot, know just what Thoreau was talking about.

The crow is practically omnivorous. Some years ago, men of the Department of Agriculture examined the stomachs of many dead crows and classified 656 different items therein.

When the Department of Agriculture men were making their study of the crow, they got correspondents from all over the country to send in their observations about the bird. One wrote:

Destroy Many Small Birds

"It is my observation from a close observation of crows for a period of 20 years that they do much more damage than good, not alone in the destruction of corn and poultry, but particularly in respect to the large number of smaller birds which they destroy during the breeding season. . . . Year after year a few crows will come sneaking about the trees and shrubbery close to my house immediately after daybreak, scanning every possible location that might contain a nest of eggs or young birds, and the number of nests that are robbed in this way right under our very noses is considerable."

The only correspondent to give a small measure of praise to the crow was a man in Oswego, N. Y., who declared that the bird picked dead fish off the surface of the Susquehanna River.

Before firearms and poisons came into use, farmers entrusted the protection of their crops to "grain minders" whose duty was to remain in the fields during daylight hours to shy away the marauders. Many types of stationary "scare-crows" have been used, with varying success. Besides the time-honored straw-stuffed human effigy, these have included pieces of shining tin moving in the wind, glass bottles, windmills which operate noise-producing mechanisms, twine stretched about and across the fields, and bodies of dead crows hung in conspicuous places. In their poisoning of crows, farmers generally dip corn in a strychnine solution.

Some hunters, who don't care whether the crow gets an even break, place a stuffed owl in a conspicuous place and take cover in a nearby blind. Crows in groups love to attack owls, their natural enemy.

The real crow hunter, however, uses a "crow caller." Most of these high-pitched instruments are made of fiber or composition reeds, and the knowing hunter sounds his call continually and lustily. Crows become suspicious if the urgent call, summoning them to what

they think is a kill, is not continually sustained. A hunter generally has in his possession more than one call, in case the crow has come to recognize a particular one.

The art of using a crow call has been described by Bert Popowski in his "Crow Shooting," published in 1946 by A. S. Barnes and Company, New York. For shooting crows, Popowski prefers to use a pump gun using skeet loads, "not only because their tighter patterns result in cleaner kills, but also because they're easier on the pocketbook and the shoulder. For, when you touch off from 75 to 250 loads in two or three hours of crow shooting—many of them from snapshooting positions—you may feel the effects of that recoil for several days." Popowski prefers 6s, 7½s, 8s or 9s in his 12 gauge, and 7½s, 8s or 9s in his 20 gauge.

An assessment of the damage caused by crows in a large western Canadian duck-breeding ground was made in 1940 and 1946 by Ducks Unlimited, the organization concerned with duck conservation. In the former year, they reported that some nine million crows destroyed 16,300,000 eggs and ducklings. In 1946, the toll was 30,000,000 eggs and ducklings. The increase was attributed to the reduced number of crow hunters during the war years.



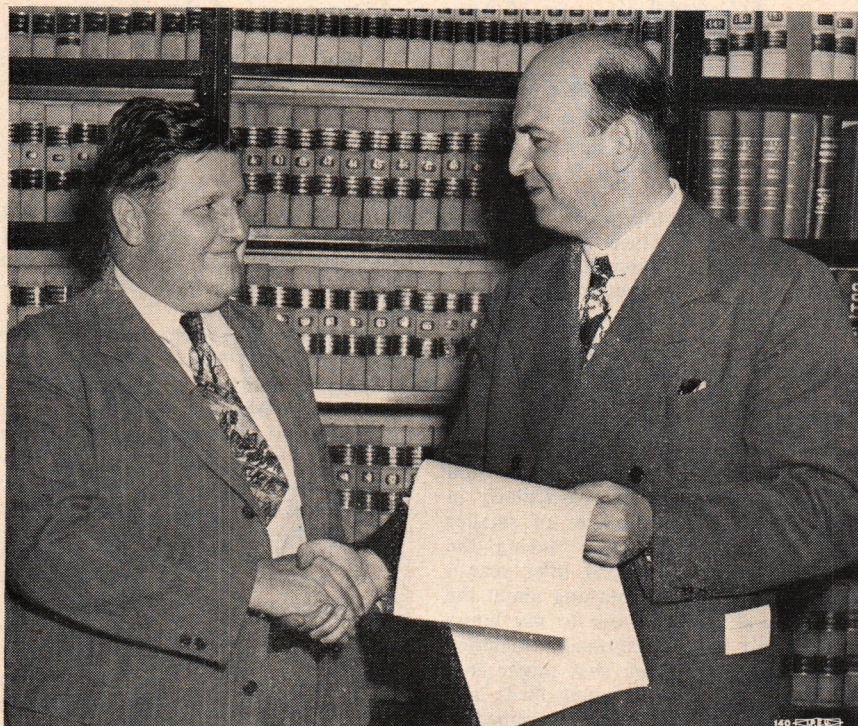
The Loot . . .



. . . the Looter

Local 297 Wins Legal Victory

*No Bargaining Election Needed When Employer
Guilty of Unfair Practices, State Court Rules*



Business Agent Charles Cartwright (left) congratulates Joseph R. Sherman, attorney for Local 297, on important court victory won by the local.

As the result of legal action instituted by Local Union 297 of Hazleton, Pa., the Supreme Court of Pennsylvania has ruled that the State Labor Relations Board has authority, in hearing a complaint charging unfair labor practices, to certify a collective bargaining unit without an election in case the employer is found guilty of such unfair practices.

The Pennsylvania court's decision established a precedent for this type of case. Joseph R. Sherman, attorney for Local 297, described the ruling as an important and significant development in labor law.

Election Is Mockery

The employer's position in the case was that, despite unfair labor practices on his part, the union could not be certified without an election. The local contended that the unfair labor practices by the employer would make an election

a mere mockery, since many employees had been threatened and others fired.

Local 297, its officers and members and their attorney deserve credit for winning a strategic legal battle for organized labor.

Horses Are Popular In Modern Warfare

Those who think the horse is outmoded in modern warfare will be surprised to learn that in World War II one power used a mounted force of 600,000, a size never attained in any previous war.

This unusual fact is brought out in a new discussion of Soviet arms and Soviet power by Augustine Guillaume, a French general. The difficult terrain of much of the battle front was impassable for armored units but furnished excellent cover for horsemen.

Outlook Is Bright In Canning Industry

(Continued from page 19)

concerning the pack and stocks of canned vegetable points to a smaller pack this season than last. Last year's commercial pack was 6 per cent smaller than the 1947 pack and about 25 per cent smaller than the record pack of 1946.

At the time of the report sweet corn, catsup and chili sauce were the only major items in the canned goods list in which there was a surplus stock situation. Beans and peas held by packers and distributors was smaller than were held a year ago. Tomatoes and tomato juice were held in quantity as of March 1 with sweet corn stocks up nearly 48 per cent.

Frozen vegetables were up last year and approach the record 1946 frozen pack of 450 million pounds. The 1948 figure topped that of 1947 by 25 per cent. Per capita consumption of frozen vegetables was up substantially over the preceding season.

Concluding its report on the frozen vegetable situation the Department of Agriculture said, "Both packing and consumption of frozen vegetables are expected to continue at very high levels in 1949, though the mild slackening of employment and demand may not support record levels.

On the consumption front the 1948 figure for canned vegetables was 36.5 pounds per capita in comparison with 40 pounds for 1947 and the near record of 46.6 pounds in 1946.

In summarizing the vegetable situation, the Department of Agriculture reports that "Consideration of past trends in consumption of canned vegetables and the current generally favorable stock position leads to the conclusion that consumption probably will continue in 1949 at a rate about the same as in 1948, and that the aggregate canned pack may approach the 1948 pack, weather permitting."

Iowa Union Teamsters Become...

FIRST AID EXPERTS



A CERTAIN world-wide organization has as its motto "Be Prepared," but the over-the-road truck drivers of the Ottumwa, Iowa, plant of John Morrell & Co. go even farther—they are prepared.

Every man of the 14 members of Local No. 388 of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, A.F.L., have, after rigid examinations and many hours of study, passed the advanced Red Cross first-aid course. Thus, every operator is now qualified to administer first-aid treatment at all times. The American Red Cross has also chartered the company and the over-the-road drivers as an "emergency mobile unit" and each of the trucks the men drive carries the American Red Cross emblem on the lower right-hand side of the windshield inside the truck's cab.

In order to qualify, the men of Local No. 388 first took a 20-hour course and later, after the completion of 16 additional hours of training, passed the advanced Red Cross course on first-aid principles. Both the men and Leo H. Morgan, secretary-treasurer of Local Union No. 388, A.F.L., are enthusiastic over the first-aid course which was sponsored and paid for by the Morrell company, fifth largest of the country's meat-packing concerns.

The manner in which the truckers and the company cooperate is

First aid emblem (top) testifies to first aid ability of members of Local 388. Teamster (center) shows first aid kit to fellow driver before starting long trip. Teamster Dick Darrah (bottom) arranges sling on arm of Woody Schultz in first aid practice while Secretary-Treasurer Leo H. Morgan of Local 388 watches.

one of the bright spots in the labor-management relations of the firm's Ottumwa plant. Starting five years ago with only four men in the unit, the local now has 14 members employed by the Morrell firm and, in the words of Morgan, "There has never been a work stoppage and we have had only the friendliest of relations with Morrell."

There have, of course, been minor grievances from time to time but Morgan, with justifiable pride, says that all cases have been settled on the local level and there has never been a resort to arbitration.

The Morrell truckers man some 15 trucks with capacities ranging from 10,000 to 30,000 pounds.

Among the men who responded when the Morrell firm asked for some volunteers for picture purposes were Dick Darrah, steward of Local No. 388; Bill Moffit; Jack Graham; and Woody Schultz. Schultz, who has been with the Morrell firm for some 10 years, has a "no-chargeable accident" record during his time with the company. He has the Missouri run. Married and the father of six children, he makes his home in Ottumwa.

It's High Time To Face the Facts!

(Continued from page 11)

the trip and given to the carrier. He has often sat in diners with other gypsies and they helped each other to make out logs. They made them out to "line up" with what the law requires.

None of the carriers for which he worked ever inspected his equipment; none checked on his hours of rest; only one asked for his medical certificate; none ever said anything to him because his trucks lacked flares, fusees, and fire extinguishers; and virtually all knew he was overloading, falsifying logs, and going off route. On at least two occasions his equipment hauled explosives but was not marked so to indicate. His equipment was driven at times when

Darrah has been with the Morrell firm since 1938 with the exception of three years he spent with the Fourth Marine Division, where he participated in the action at Saipan, Tinian, the Marshalls and Iwo Jima. He is entitled to wear the Presidential Unit Citation for action against the Japs on Saipan and Tinian.

Bill Moffit, a veteran of some 12 years with the company, has an Illinois and Iowa run for the company and also a record of having spent some three years in the Army Air Force. Moffit was in action against the Japs on New Guinea and Biak, and during his more than three years in the Army was out of the United States for all except six months.

Jack Graham spent 27 months overseas with the Army in the European theater and participated in the D-Day invasion of Normandy. He is entitled to wear five battle stars and a Presidential Unit Citation for action in various European campaigns. Among the more prominent were the Normandy invasion, the Battle of the Bulge, and the Rhine campaign.

he knew it to be unsafe. As an owner-operator, he had to drive in snow, ice, fog, or sleet when he would not have moved as an employee-driver.

He is positive that the abolition of trip-leasing would do owner-operators a favor. His records over a two-year period show that as an owner-operator he averaged 19c per hour. One reason he did not make out was because his equipment was constantly overloaded and not well maintained by the lessees. Seventy-five per cent of his hauls were overloaded, and the carriers knew it since they were the ones putting it there. Sometimes they cautioned him to "watch the scales"; i.e., avoid places where public authorities had located scales to check truck weights.

Carriers' equipment is in better

shape than that of an owner-operator because the latter's is constantly on the go, and cannot be laid up for repairs. There is never time to repair a piece of equipment; he could do only the minimum amount necessary to keep it on the road.

In view of the foregoing, it is high time that the Interstate Commerce Commission should address itself to improving the quality of motor freight activities by curtailing the quantity of low-grade operations now existing because of the truck-leasing schemes.

Accident Aid Wins Driver Award

Kenneth L. Kerr, a charter member of Local Union No. 955, Kansas City, was recently named "Driver

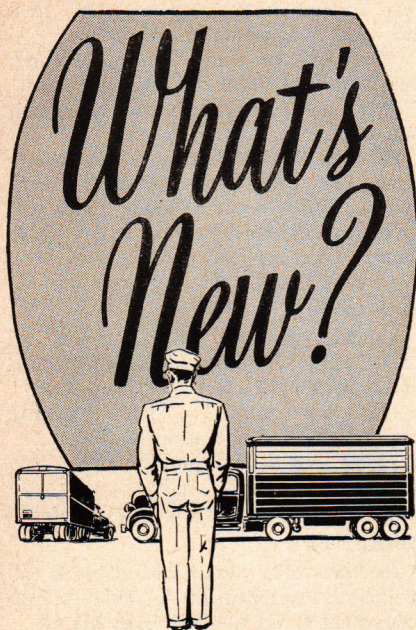


K. L. Kerr

of the Month" by the Missouri State Highway Patrol for his action following an accident last February on ice-covered Highway 71, near Hickman Mills, Missouri. With the award went a gold lapel pin and a 17-jewel wrist watch.

Brother Kerr, who has had an outstanding record as a driver for the Kroger Company since 1936, was driving south when, at about 2:30 a. m., he noticed the lights of an oncoming vehicle disappear from view into a ditch. As he passed the scene to find a suitable place to park his unit, Kerr saw the driver of the ditched truck crawling up the slope.

Finding a parking place, Kerr hurried back to put out flares and give assistance to the driver, who was semi-conscious with a broken arm and foot, and badly cut up. Kerr helped the driver to a house about a mile from the accident, washed and cleaned the injured man's cuts and called the sheriff and an ambulance.



Wind, Rain Don't Affect New Flares, Says Maker

A new flare product has been marketed for use by motorists and truckers. Packed three cans to each container, the flares are composed of non-explosive, solidified petroleum.

The flares, according to the manufacturer, are easy to ignite and burn brightly through wind, rain and snow. They can be extinguished by putting on the lid and can be used over and over.



Tool Kit Can Perform Wide Range of Jobs

Wide versatility is claimed for a new, all-purpose tool recently introduced. The kit's seven tools are designed to do such everyday jobs as drilling, polishing, grinding, sanding, hole sawing, etc.

The manufacturer says the tools can be quickly assembled to provide a one-inch hole saw, a two-inch grinder, right angle drill, polisher, seven-inch sander, quarter-inch drill (pistol grip), and a quarter-inch drill (button control).



Oil Lantern Is Built For Rugged Truck Duty

An oil-burning lantern for truck and trailer auxiliary lighting service is provided with an offset bail to permit it to rest securely against the back of the truck or trailer, hanging vertically even under bumpy road conditions.

The lantern is of all-welded construction, enabling the light to withstand rough, all-weather truck service, the maker says. A steel frame protects the globe. The company reports the lantern will always stay cool and will not crack when exposed to rain or sleet.

Dolly Makes Big Wheel Changing Lighter Chore

Handling dual or large single wheels is made easier through use of the wheel dolly, its manufacturer claims. The dolly makes it possible to slide the wheels on or off with ease and speed.

Track on the dolly assures alignment. The device is sturdy, yet light and portable.



Synchronizing Dial Is Feature of Two-Post Lifts

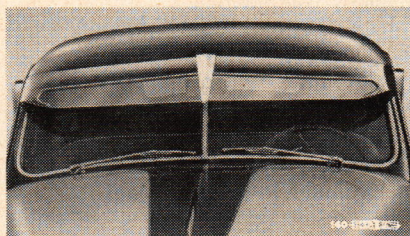
A special synchronizing dial which does the spotting without bars, plungers or hooks is a publicized feature of a new two-post lift.

When a vehicle is driven onto the lift, the front wheels spot themselves in proper position for the front post. To bring the rear member in line with the rear axle, a synchronizing dial is turned to the number shown on a scale opposite the center of the rear wheel.

Lift covers open and close automatically. Flush door installation is said to simplify getting vehicles on and off the lift. With pistons installed at 125-inch centers, the lift will accommodate wheel bases ranging from 103 inches to 147 inches and weights up to five tons.



Blue Glass Auto Visor Aids Vision of Drivers



Filtering all light through special blue glass before it gets to the driver's eyes, a new automotive visor announced recently offers protection against glare from sunlight and headlights to drivers of virtually all makes of cars.

According to the manufacturer, the visor is the first automotive unit made of hard, scratch-resistant, non-warping material which also serves as a true filter. A special blue-tinted glass, framed in heavy, non-rusting aluminum and cushioned in rubber, eliminates 60-70 per cent of the harmful light rays which

Names of makers of the products described on this page may be obtained by writing New Products, THE INTERNATIONAL TEAMSTER, 810 Rhode Island Avenue, N. E., Washington 18, D. C. In making inquiries, correspondents should specify items in which they are interested.

penetrate ordinary clear windshield glass, the maker says. With this large transparent area, the unit gives a clear view of overhead traffic signals without neck-craning or crouching. Red, green or amber lights always appear in their true colors, it is asserted.

Design-wise, it is held that the visor avoids the "added-on" look by its simple styling and its unobstructing transparency. Without drilling holes, the visor is quickly and securely attached to rain gutters with inconspicuous clamps. There is no fluttering, vibration or whistling. Manufactured in models to fit all makes of cars back to and including 1937, the visor is adjustable when installing, but needs no further adjustments.



Battery Charger Claims Greater Efficiency

A new copper oxide battery charger, said to be particularly suitable for on-the-spot charging of industrial truck batteries in warehouses and freight terminals, has been developed.

Featuring a saturable reactor control, the new charger is claimed to represent a marked improvement in efficiency over the finish rate resistor type device. The saturable reactor provides smooth, easily made adjustment at output by variation of inductance, the manufacturer contends.

The charger can be obtained as a combination unit to charge either lead-acid or nickel-alkaline batteries. Either type of battery can be charged in less than eight hours. The addition of a "plug-in" charge control panel makes it possible to effect a quick change from a nickel-alkaline charger to a lead-acid charger.

The unit has a minimum of moving parts and is designed for 230 to 460 volts.

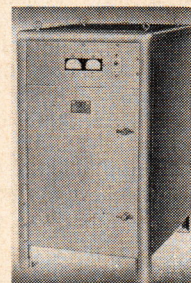


License Plate Holder Makes Annual Job Easier

The annual task of changing license plates on your car and truck is made easier, a manufacturer claims, with his new type of holder put on the market recently.

An aluminum frame for the plate itself is included with the holder. The holder itself consists of two main parts, each with a retaining lip along one edge. One is bolted to the license bracket and the other slips through a slot in the first and is held in place by two springs.

The pull of the springs also holds the framed plate in place between the two lips, according to the manufacturer.



Relax WITH US

Florida Transfusion

Safety Sadie: "Hello there, Cora, glad you're back. You certainly look nice and tanned. Did you enjoy your Florida vacation?"

Catty Cora: "Bet your life I did. Had the grandest time ever. For \$40 a day I stayed at the Roney Plasma."

Safety Sadie: "You mean Plasma. Plasma is blood."

Catty Cora: "Well, do you think \$40 a day is barley water?"

★

Weighty Problem

The shop foreman was returning home from a dinner party given by the officials of a local automotive supply house. Pleasantly glowing from the effects of the liquid cheer he had imbibed, he found great difficulty in unlocking the door to his house. Finally a passing policeman, asked if he could assist by handling the key.

"Nope," said the shop foreman, "I can hold the key; you hold the house."

★

That Settles It

The Safety Director was ready to throw in the towel. For the past two hours he had driven up and down, up and down, through blinding snow trying to find one of his company's units which was reported wrecked on the icy roads of a section of the Tennessee hill country. Finally, he reluctantly admitted that he was lost and stopped at a mountaineer's cabin to get his bearings. "Say, friend," he addressed the old codger who answered his knock, "I guess I'm lost. Can you help me out of my predicament?"

"Is thar a reeward out fer ye?" asked the old galoot cautiously.

"No," said the Safety Director. "What does that matter?"

"Wall," came the slow reply, "no matter a-tall, 'ceptin' yer still lost."

★

Playing Safe

The freight handler ran into the fire department and hollered: "Hey, fellers, my wife has run away again!"

"Well, what are you telling us for? Why don't you tell the police?" one fireman asked.

"Because," the freight handler replied, "the last time she ran away, I told the police and they found her."

★

Correction, Please

Road driver: "Waitress, There's a button in my soup."

Hash House Hannah: "Just a typographical error, Sir. It should be mut-ton."

★

That Does It

Fleet Owner: "I always pay my income tax all at once."

Secretary: "But you're allowed to pay it quarterly."

Fleet Owner: "I know, but my heart can't stand it four times a year."

★

A Diplomat

The Maintenance Superintendent was conscious that trouble was brewing when he left home in the morning. When he got back that night, he learned what the trouble was. With tears in her eyes his

wife exclaimed: "I know you don't love me—you've forgotten my birthday!"

"Darling," he said, "I'm more sorry than I can say, but it is really your fault."

"My fault?" she exclaimed. "How can that be?"

He took her hand in his. "How can I remember your birthday," he asked, "when there is never anything about you to remind me that you are a day older than you were a year ago?"

★

He's Safe!

Truck Dispatcher: "I'd like to place an ad offering \$700 reward for the return of my wife's pet cat."

Newspaper Adtaker: "That's a mighty big reward, sir, for one little old cat."

Truck Dispatcher: "Not this one. You see, I drowned it."

★

Matter of Choice

Doctor: "Has your husband taken the medicine I prescribed: A tablet before each meal and a small whiskey after?"

Weavin' Willie's Wife: "He's a few tablets behind but he's months ahead on the whiskey, Doc."

★

Easy to Please!

Personnel Manager: "Do you mean you can't live on what we pay you?"

Transportation Clerk: "Oh, I wouldn't have you think that for all the world. Of course I can live on it."

Per. Mgr.: "Well?"

Trans. Clerk: "It's just the little things I long for. Don't you see, it's just that man feels he's getting on in the world when he can afford those extra little luxuries like—"

Per. Mgr.: "Like what?"

Trans. Clerk: "BREAD!"

★

Fare and Cold

Grease Monkey: "Last night I asked a girl to dinner and a movie—and then we rode around the park in a taxi for two hours!"

Mechanic: "What happened?"

Grease Monkey: "The meter was clicking but I wasn't."

★

Inventory

After the honeymoon, the wife complained to her husband, "You lied to me. Before we married you said you were well off!"

"I was," said the groom sadly, "but I didn't know it."

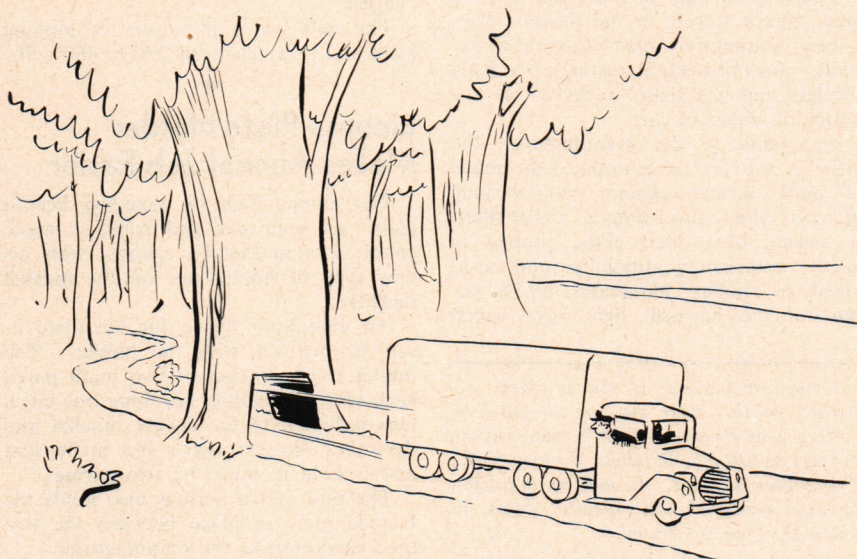


PHOTO CREDITS

9—Public Roads Administration;
Bureau of Reclamation; Federal Works Agency.

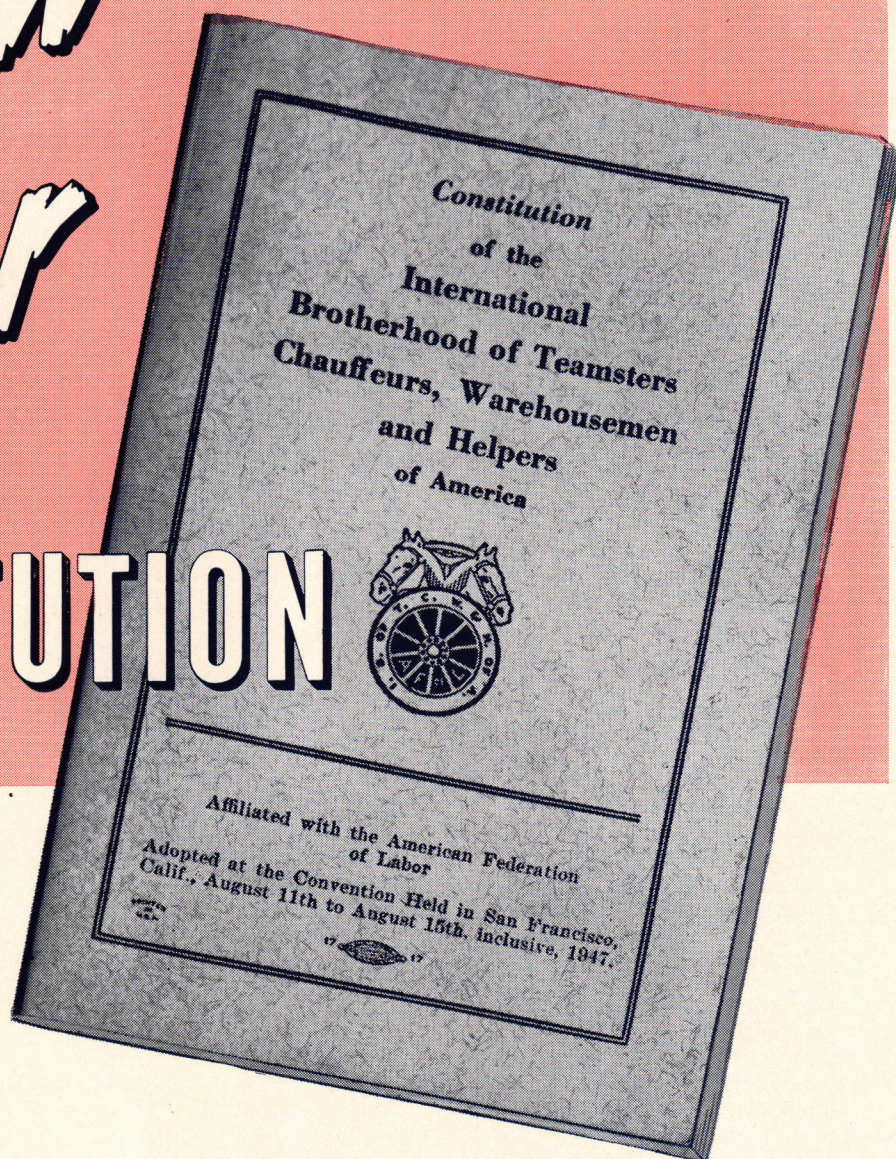
22—U. S. Department of Agriculture.

23, 25—Canadian Information Service.

27—U. S. Fish and Wildlife Service.

29—Local 388 and Morrell & Co.

Know Your CONSTITUTION



A good unionist must know his union—and a good unionist WANTS TO KNOW HIS UNION! You can be an authority on your International Union—order a copy of the Constitution from your Local Secretary. GOOD UNIONISM MEANS GOOD LIVING!

“... the welfare of the members of a craft can best be protected and advanced by their united action ...”

From the Preamble, I.B. of T.C.W. & H. Constitution



140 

UNION SERVICE

INTERNATIONAL
BROTHERHOOD
of TEAMSTERS
CHAUFFEURS



WAREHOUSEMEN
AND HELPERS
OF
AMERICA

Affiliated with

A.F. of L.

Daniel J. Tobin, General President *John F. English*, Gen'l Secy-Treasurer

THIS IS THE PROPERTY OF THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

Spend your **TEAMSTER** wages
ONLY at Union Stations!

140 